

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:20 PM  
**To:** rpohara@msn.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Samantha DeMars-Hanson; Priya Singh; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Robert O'Hara [mailto:rpohara@msn.com]  
Sent: Saturday, January 21, 2017 12:05 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

I am a regular user of the trail, but when I ride our tandem bicycle with my wife, we cannot use this portion of the trail, as the long-wheelbase tandem does not do well on the gravel surface.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Robert O'Hara  
16514 NE 44th Way  
Redmond, WA 98052  
4258813280

**Exhibit 29**  
**SSDP2016-00415**  
**004336**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 11:55 AM  
**To:** Lindsey Ozbolt; Auld, Gina; Samantha DeMars-Hanson; rreyes@prrbiz.com; Priya Singh; Jenny Bailey  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Robert Sympson [mailto:robertsympson@hotmail.com]  
Sent: Monday, January 23, 2017 11:19 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

This segment is essential to providing a safe commute option for those coming from the north into the Sammamish/Issaquah area.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Robert Sympson  
2532 182nd St. SE  
Bothell, WA 98012  
4254890382

**Exhibit 29**  
**SSDP2016-00415**  
**004337**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 11:57 AM  
**To:** Lindsey Ozbolt; Auld, Gina; robertsympson@hotmail.com; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com; Jenny Bailey  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Apologies Mr. Sympson, I failed to include you in the original forward.

-----Original Message-----

**From:** Donahue, Kelly  
**Sent:** Monday, January 23, 2017 11:55 AM  
**To:** 'Lindsey Ozbolt'; Auld, Gina; 'Samantha DeMars-Hanson'; rreyes@prrbiz.com; Priya Singh; 'Jenny Bailey'  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

**From:** Robert Sympson [mailto:robertsympson@hotmail.com]  
**Sent:** Monday, January 23, 2017 11:19 AM  
**To:** Donahue, Kelly  
**Subject:** Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

This segment is essential to providing a safe commute option for those coming from the north into the Sammamish/Issaquah area.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

**Exhibit 29**  
**SSDP2016-00415**  
**004338**

Please approve the permit, as proposed, with expediency.

Sincerely,

Robert Sympson  
2532 182nd St. SE  
Bothell, WA 98012  
4254890382

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 2:01 PM  
**To:** robvelez@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding the email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Robert Velez [mailto:robvelez@gmail.com]  
Sent: Saturday, January 21, 2017 7:18 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

As a resident of Issaquah, this trail is vital to both my commuting to surrounding areas, but also when we use our bikes for recreation. My family enjoys having this trail which would be very helpful to keeping us happy and will one of the many reasons why we chose to live here.

Please approve the permit, as proposed, with expediency.

Thank you,  
Robert Velez  
Issaquah, WA

Robert Velez  
340 W Sunset Way

**Exhibit 29**  
**SSDP2016-00415**  
**004340**

Issaquah, WA 98027  
206.604.5809

**Exhibit 29**  
**SSDP2016-00415**  
**004341**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 5:54 PM  
**To:** rs-vincent@comcast.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Robert Vincent [mailto:rs-vincent@comcast.net]  
Sent: Saturday, January 21, 2017 9:13 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

My friends and I bike along the current trail and East Lake Sammamish Parkway often. Having a safe place to ride off ELSP all the way along the lake is important for our community and our families. It promotes being outdoors, exercise and healthy activity. All values we share and want to enhance in our City.

Please approve the permit, as proposed, with expediency.

Sincerely,

Robert Vincent  
25500 SE 27th St  
Sammamish, WA 98075  
4255579629

**Exhibit 29**  
**SSDP2016-00415**  
**004342**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 5:11 PM  
**To:** Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; Priya Singh; rreyes@prrbiz.com  
**Subject:** FW: Sammamish Trail Segment B

Lindsey,

Please include the comment received (below) with the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

Thanks,

Kelly Donahue  
King County Parks  
206.477.5585

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**From:** ELST Master Plan  
**Sent:** Thursday, January 19, 2017 1:35 PM  
**To:** Donahue, Kelly; Auld, Gina; Leers, Monica; Nunnenkamp, Robert; llabissoniere@prrbiz.com; psingh@prrbiz.com; rreyes@prrbiz.com; Bull, Trishah; sdemars-hanson@prrbiz.com  
**Subject:** FW: Sammamish Trail Segment B

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**From:** Rochelle  
**Sent:** Thursday, January 19, 2017 1:35:05 PM (UTC-08:00) Pacific Time (US & Canada)  
**To:** ELST Master Plan  
**Subject:** Sammamish Trail Segment B

I do not live ON the trail, but I use it every day for walking. I am very concerned about the paving that is planned.

I would prefer this part of the trail NOT be paved as it will increase the risk of mishaps and injury to walkers and joggers like me in at least two ways:

1. Black ice. The paved parts of the trail can and do get icy in winter, with black ice a particular danger. On the unpaved trail, any ice that forms can be clearly seen and avoided. **What will be done to ensure the paved portions of the trail are safe from black ice?**
2. Bike speeds. Bikers have gotten faster in the last few years, even on the unpaved portions. While most of the casual bikers, who are generally slower, are good about warning with their voices or bells, many "hard core" bikers do not extend this courtesy and fly by, posing a danger to those of us walking alone and even more to those who are with unpredictable dogs – even on leash.

Suggestion. I would like to see a clear distinction made between where pedestrians walk and where bikes are allowed to ride. Ideally, there would be a boundary, but at a minimum, I would like to see a line painted the length of the trail similar to what has been done at Green Lake in Seattle, indicating which lane is for bikes and which is for foot.

Exhibit 20  
SSDP2016-00415  
004343



I know accessibility and safety are a shared concern. I hope the trail will continue to be accessible to and safe for those of us who walk and run as well as to those riding bikes.

-rochelle

Rochelle Wyatt  
(206) 551-9219  
Sammamish, WA 98075

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:11 PM  
**To:** shiv.k.agarwal@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Shiv Agarwal [mailto:shiv.k.agarwal@gmail.com]  
Sent: Saturday, January 21, 2017 10:39 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Shiv Agarwal  
24026 se 13th pl  
samamish, WA 98075  
4258807999

**Exhibit 29**  
**SSDP2016-00415**  
**004345**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 5:09 PM  
**To:** susan\_betts@outlook.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Susan Betts [mailto:susan\_betts@outlook.com]  
Sent: Saturday, January 21, 2017 12:44 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

In 2013, I fell off my bike in Bellevue and had to have stitches on my chin. Since then I have biked less, and only in safe roads and trails that I know will present fewer obstacles, bumps, and view blockers. I am an avid biker of the Sammamish River Trail and I use it to bike between my Redmond home and town center for shopping and the like. I also use the trail on weekends for leisure. I have only gone around the whole lake once before my accident, but would love to do it again one day under safe conditions!

Please approve the permit, as proposed, with expediency.

Susan Betts  
17404 NE 40th Place  
Redmond, WA 98052  
4255169293

**Exhibit 29**  
**SSDP2016-00415**  
**004346**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 5:53 PM  
**To:** suehi@live.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Sue Grinius -Hill [mailto:suehi@live.com]  
Sent: Saturday, January 21, 2017 7:48 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit. Our family enjoys getting out on the trail for both biking and walking. We're not alone! Lots of families and individuals are out using the trail daily. But it can be tricky transitioning between areas where less developed sections exist with all sorts of patrons of varying skills and abilities. With the continued paving and widening proposed, we will all fit and be able to navigate easily.

We are so blessed to have this beautiful area to share. Let's make it safe, consistent in structural design and enable continued use by the growing number of people in our community.

Sincerely,

Sue Grinius -Hill  
19706 SE 17th St  
Sammamish, WA 98075  
4258907572

**Exhibit 29**  
**SSDP2016-00415**  
**004347**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 2:02 PM  
**To:** scot.hale@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding the email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Scot Hale [mailto:scot.hale@gmail.com]  
Sent: Saturday, January 21, 2017 7:19 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Scot Hale  
16713 NE 91st Street  
Redmond, WA 98052  
3133550336

**Exhibit 29**  
**SSDP2016-00415**  
**004348**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 12:20 PM  
**To:** sandeep@kanaparathi.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Sandeep Kanaparathi [mailto:sandeep@kanaparathi.net]  
Sent: Sunday, January 22, 2017 8:34 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I am a recreational biker. I take my kids along with me on bike rides frequently. Currently, we bike on east lake Sammamish along with rest of the traffic on the road due to incomplete lake Sammamish trail. We missed couple of accidents due to sheer luck. One of my friend is injured badly trying to avoid a truck passing by vary closely. Completion of this trail will provide everyone a safe and pleasant trail for bikers and joggers.

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,  
Sandeep Kanaparathi

Sandeep Kanaparathi

**Exhibit 29**  
**SSDP2016-00415**  
**004349**

1908 251st PL SE  
Sammamish, WA 98075  
4258852715

**Exhibit 29**  
**SSDP2016-00415**  
**004350**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:35 PM  
**To:** steven.loper@hexion.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Steven Loper [mailto:steven.loper@hexion.com]  
Sent: Sunday, January 22, 2017 11:09 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

I frequently ride my bicycle around Lake Sammamish, and have had many close calls with cars over the years, in particular cars entering the roadway from driveways and minor streets. The trail offers an excellent opportunity to improve safety for the growing number of health-conscious individuals that live in the vicinity and could take advantage of a completed trail.

While consistency of design approach is important, I am confident the engineers can work with individual homeowners with unique situations to create solutions that will meet the design intent without posing any hardships on those affected homeowners. My belief is that the completed trail will only enhance home values by granting those homeowners adjacent to the trail immediate access to a tremendous public amenity.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users wherever possible. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail. Redmond and Issaquah have done their part, now let's finish the job!

Sincerely,

**Exhibit 29**  
**SSDP2016-00415**  
**004351**



Steven Loper  
19535 SE 51st ST  
Issaquah, WA 98027  
425 531 0881

**Exhibit 29**  
**SSDP2016-00415**  
**004352**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:03 PM  
**To:** Senthiln@live.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Senthil Nallasamy [mailto:Senthiln@live.com]  
Sent: Saturday, January 21, 2017 9:13 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I work in Factoria and NEED a safe bike route to ride my bike to work. Without this trail I have to ride the road which is very unsafe with the cars.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Senthil Nallasamy  
21530 NE 9th Pl  
Sammamish, WA 97074  
4258361957

**Exhibit 29**  
**SSDP2016-00415**  
**004353**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 2:14 PM  
**To:** sreenivas\_s@hotmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Sreenivas Simhadri [mailto:sreenivas\_s@hotmail.com]  
Sent: Saturday, January 21, 2017 7:49 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Sreenivas Simhadri  
11504 174th CT NE  
Redmond, WA 98052  
4254358430

**Exhibit 29**  
**SSDP2016-00415**  
**004354**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 11:54 AM  
**To:** Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; momtomnw@comcast.net; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Susi Tom [mailto:momtomnw@comcast.net]  
Sent: Monday, January 23, 2017 11:27 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I am a 57 yr old female cyclist who thoroughly enjoys cycling the trail and avoiding the heavy car traffic on the main thoroughfare. I am a member of the Lakemont Ladies Cycling club (totally recreational) and we use the trail at least 3 days a week because one of our regular routes is from Meerwood Park to Marymoor Park, which is 25 miles round trip. We always observe the speed limit and try to be friendly and courteous to other users. We all appreciate this beautiful public space which I consider to be a GEM in our community and are so happy to see people of all ages out exercising, and enjoying nature in a safe way! It is so nice to see young children learning to ride their bikes and having plenty of width to do so. Also, it is so nice to have an uninterrupted, long trail with worthwhile destinations on both ends (shopping and restaurants in Redmond and Issaquah) and public beaches along the way. Families, commuters, and others should be able to safely walk or bike to these destinations and not have to drive a car. I think it would be ridiculous to not complete the trail! So much has been completed so far, why not just complete the whole thing? Our cycling club has to go to trouble of switching to the main road, which is disruptive and putting us back out onto the dangerous road. People will be so thankful for this lovely public space now and in years to come! I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

**Exhibit 29**  
**SSDP2016-00415**  
**004355**

Please approve the permit, as proposed, with expediency.

Sincerely,

Susi Tom  
4436 192nd PL SE  
Issaquah, WA 98027  
425 503 9041

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 2:16 PM  
**To:** goldendogy@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Tina Anderson [mailto:goldendogy@gmail.com]  
Sent: Saturday, January 21, 2017 7:58 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

I run and bike on this trail almost weekly. Having the trail paved would make it more accessible for those in wheelchairs and baby strollers. I value accessibility for all.

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Tina Anderson  
837 Front St. S  
Issaquah, WA 98027  
4253928150

**Exhibit 29**  
**SSDP2016-00415**  
**004357**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:54 PM  
**To:** txomin@comcast.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, to be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Txomin Barturen [mailto:txomin@comcast.net]  
Sent: Saturday, January 21, 2017 5:08 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I am a long time resident of Issaquah and use the ELST regularly as a pedestrian and cyclist. Having an option to not have to deal with the traffic conditions on East Lake Sammamish Parkway will improve safety for all users. I urge you to consider the needs and safety of the many over the few.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Txomin Barturen  
68 Sunset Ct NW  
Issaquah, WA 98027  
425-427-8846

**Exhibit 29**  
**SSDP2016-00415**  
**004358**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:57 PM  
**To:** txomin@comcast.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding the to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Txomin Barturen [mailto:txomin@comcast.net]  
Sent: Saturday, January 21, 2017 5:08 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

I am a long time resident of Issaquah and use the ELST regularly as a pedestrian and cyclist. Having an option to not have to deal with the traffic conditions on East Lake Sammamish Parkway will improve safety for all users. I urge you to consider the needs and safety of the many over the few.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Txomin Barturen  
68 Sunset Ct NW  
Issaquah, WA 98027  
425-427-8846

**Exhibit 29**  
**SSDP2016-00415**  
**004359**



## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:43 PM  
**To:** tnappen@comcast.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, to be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Tim Nappen [mailto:tnappen@comcast.net]  
Sent: Sunday, January 22, 2017 8:46 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I use this trail weekly for training and commuting between Redmond and Issaquah and back as it provides a much safer way to bike versus using East Lake Sammamish Way.

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Tim Nappen  
10720 151st Ct NE  
Redmond, WA 98052

Tim Nappen

**Exhibit 29**  
**SSDP2016-00415**  
**004360**

10720 151st Ct NE  
Redmond, WA 98052  
425-885-3391

**Exhibit 29**  
**SSDP2016-00415**  
**004361**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:09 PM  
**To:** tgruns@att.net; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Timothy Quinn [mailto:tgruns@att.net]  
Sent: Saturday, January 21, 2017 9:58 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

My wife and I ride our bikes and walk on the trail. When we ride, we have to put on the road. We feel much safer on the trail. We would like to take our grandchildren biking with us but we won't take them on the highway.

Sincerely,

Timothy Quinn  
15866 NE 93rd Way  
Redmond, WA 98052  
209-606-6324

**Exhibit 29**  
**SSDP2016-00415**  
**004362**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:19 PM  
**To:** bicycle@kwailan.com; Lindsey Ozbolt; Auld, Gina; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Approve the Sammamish East Lake Trail Permit

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Thomas Wissler [mailto:bicycle@kwailan.com]  
Sent: Saturday, January 21, 2017 10:52 AM  
To: Donahue, Kelly  
Subject: Approve the Sammamish East Lake Trail Permit

Dear

Dear Sammamish City Council,

Please approve the permit to complete the East Lake Sammamish trail. My family and I have enjoyed the completed portions and appreciate the safety they provide. Without the completion we are forced to ride on the road segments and are exposed to much greater risks and hazards.

Please approve the permit, as submitted, for the greater good of the community.

Sincerely,

Thomas Wissler

Thomas Wissler  
1922 202nd PL SE  
Sammamish, WA 98075  
425-369-9701

**Exhibit 29**  
**SSDP2016-00415**  
**004363**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:10 PM  
**To:** taozengwa@hotmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Tao Zeng [mailto:taozengwa@hotmail.com]  
Sent: Saturday, January 21, 2017 10:10 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

As a long time resident of Sammamish, I am doing my daily commute on my bicycle between the plateau and Bellevue (as the weather permitted). Most of my ride are along the ELS Parkway. I cannot wait to see someday that I can ride the bicycle on the new beautiful ELST without fighting with the cars.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Tao Zeng  
2673 231 ST AVE SE  
Sammamish, WA 98075  
4253911285

**Exhibit 29**  
**SSDP2016-00415**  
**004364**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 12:05 PM  
**To:** joggerbill43@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Samantha DeMars-Hanson; Priya Singh; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: William Hanna [mailto:joggerbill43@gmail.com]  
Sent: Monday, January 23, 2017 9:15 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

My family and I use this trail for family outings and would love nothing more than to be able to bicycle from Marymoor to Issaquah on a smooth paved trail. Currently we have to turn back around Inglewood Hill Road due to the fact the trail has not been completely paved. We enjoy biking the trail as it helps us avoid having to ride on East Lake Sammamish Parkway where there are cars and trucks. Please expedite the completion of this project to we and other families like ours can enjoy a traffic free bike ride from Marymoor and points north to Issaquah.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

William Hanna  
14215 NE 84th Court  
Redmond, WA 98052  
4252089408

**Exhibit 29**  
**SSDP2016-00415**  
**004365**

## Lindsey Ozbolt

---

**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:45 PM  
**To:** Windsorlewis@live.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, to be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Windsor Lewis [mailto:Windsorlewis@live.com]  
Sent: Sunday, January 22, 2017 8:17 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Windsor Lewis  
4433 189th Place SE  
Issaquah, WA 98027  
425-260-4362

**Exhibit 29**  
**SSDP2016-00415**  
**004366**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 1:04 PM  
**To:** Xanderfiss@gmail.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Xander Fiss [mailto:Xanderfiss@gmail.com]  
Sent: Sunday, January 22, 2017 4:33 PM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

The ELST is an amazing resource for the community. It encourages active lifestyles and provides amazing views of an amazing natural resource, Lake Sammamish.

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Xander Fiss  
12317 NE 101st Lane  
Kirkland, WA 98033  
8478042008

**Exhibit 29**  
**SSDP2016-00415**  
**004367**



## Lindsey Ozbolt

---

**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 3:11 PM  
**To:** Zhang\_ying@msn.com; Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding this email to the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Ying Zhang [mailto:Zhang\_ying@msn.com]  
Sent: Saturday, January 21, 2017 10:32 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Ying Zhang  
207 238th Ave se  
Sammamish, WA 98074  
4252832561

**Exhibit 29**  
**SSDP2016-00415**  
**004368**

## Lindsey Ozbolt

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**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 11:59 AM  
**To:** Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; Samantha DeMars-Hanson; rreyes@prrbiz.com; Scott.z.wu@gmail.com  
**Subject:** FW: Please Approve the Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Zhixiong Wu [mailto:Scott.z.wu@gmail.com]  
Sent: Monday, January 23, 2017 10:59 AM  
To: Donahue, Kelly  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Sincerely,

Zhixiong Wu  
24022 SE 10th ST  
Sammamish, WA 98075  
4255166911

**Exhibit 29**  
**SSDP2016-00415**  
**004369**

## Lindsey Ozbolt

---

**From:** Donahue, Kelly <Kelly.Donahue@kingcounty.gov>  
**Sent:** Monday, January 23, 2017 11:55 AM  
**To:** Lindsey Ozbolt; Auld, Gina; Jenny Bailey; Priya Singh; rreyes@prrbiz.com; Samantha DeMars-Hanson; sethoglesby@gmail.com  
**Subject:** FW: Approve Permit for Segment 2B of the ELST

Thank you for your email. I am forwarding your email the city of Sammamish planner assigned to the project, Lindsey Ozbolt, so that it will be included in the comment record for the Substantial Shoreline Development Permit comment period for the ELST South Sammamish B Segment.

-----Original Message-----

From: Seth Oglesby [mailto:sethoglesby@gmail.com]  
Sent: Monday, January 23, 2017 11:16 AM  
To: Donahue, Kelly  
Subject: Approve Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

Please complete the ELST and approve permit SSDP2016-00415.

I cycle commute and train on East Lake Sammamish Prkwy throughout the year. I cannot count the number of close calls I have had with inattentive motorists.

We need a safe trail that is fully separate from motorized vehicles!

Please approve permit SSDP2016-00415 as submitted!

Sincerely,

Seth Oglesby  
20008 Cypress Way  
Lynnwood, WA 98036  
206-397-7315

**Exhibit 29**  
**SSDP2016-00415**  
**004370**

# RE: Please Approve the Permit for Segment 2B of the ELST

Lindsey Ozbolt

Mon 1/23/2017 9:00 AM

To:prattk993@earthlink.net <prattk993@earthlink.net>;

Dear Ken,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

-----Original Message-----

From: Ken Pratt [<mailto:prattk993@earthlink.net>]

Sent: Saturday, January 21, 2017 9:31 AM

To: Lindsey Ozbolt <LOzbolt@sammamish.us>

Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

We've been waiting years for this path along east Lake Sammamish to be completed to improve safety and usability for everyone, including the lakeshore landowners.

I wish those landowners would realize that a nice, relatively quiet trail is a much better outcome than the city or county deciding that if they cannot build a public trail, maybe they should run light rail on that corridor. I bet given that choice, this trail would be approved in an instant

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the

<https://mail.sammamish.us/owa/#viewmodel=ReadMessageItem&ItemID=KY3twkOpC5YzL9hvVgAAAtG%2FAAAA&IsPrintView=1&wid=4&ispopout=1>

Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses... from people running to people riding a bike. Please approve the permit, including the proposed width of the trail.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users. The trail alignment, as proposed in the permit, provides sight lines for good visibility for people on the trail and people crossing the trail at trail intersections.

Please approve the permit, as proposed, with expediency.

Sincerely,

Ken Pratt  
4125 187th Ave SE  
Issaquah, WA 98027  
2066597048

**Exhibit 29**  
**SSDP2016-00415**  
**004372**

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Wednesday, January 25, 2017 9:30 AM  
**To:** 'ljallasia@gmail.com'  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Dear Linda,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

-----Original Message-----

From: Linda Allasia [mailto:ljallasia@gmail.com]  
Sent: Monday, January 23, 2017 5:03 PM  
To: Lindsey Ozbolt <LOzbolt@sammamish.us>  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

If I'm remembering correctly, this area used to be railroad tracks. When the railway was no longer used, it became a trail for walkers. Eventually, it became paved and perfect for walkers & bike riders of all ages. It promotes healthy habits we so desperately need. Having the natural areas on each side adds to the calm and peacefulness of this trail.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity than in it's interim state, and will provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

**Exhibit 29**  
**SSDP2016-00415**  
**004373**

Sincerely,

Linda Allasia  
10503 165th Pl NE  
Redmond, WA 98052  
4258851026

## Lindsey Ozbolt

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**From:** Larry Arcia <larryarcia@yahoo.com>  
**Sent:** Wednesday, January 25, 2017 11:19 AM  
**To:** Lindsey Ozbolt  
**Subject:** Re: Please Approve the Permit for Segment 2B of the ELST

Great! Thank you for your reply.

Larry Arcia

---

**From:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**To:** Larry Arcia <larryarcia@yahoo.com>  
**Sent:** Wednesday, January 25, 2017 11:14 AM  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Larry,

I did and it has been included in the record, you should have received my response of receipt. I have been working through my emails this morning, so there may have been a delay.

Regards,

Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

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**From:** Larry Arcia [mailto:larryarcia@yahoo.com]  
**Sent:** Wednesday, January 25, 2017 11:11 AM  
**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**Subject:** Re: Please Approve the Permit for Segment 2B of the ELST

I sent a second letter after the first one with a personal message about why this is important. Did you receive that one?

Larry Arcia  
On Wednesday, January 25, 2017, 10:39 AM, Lindsey Ozbolt <[LOzbolt@sammamish.us](mailto:LOzbolt@sammamish.us)> wrote:

Dear Larry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

**Exhibit 29**  
**SSDP2016-00415**  
**004375**



Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
[425.295.0527](tel:425.295.0527)

-----Original Message-----

From: Larry Arcia [mailto:[Larryarcia@yahoo.com](mailto:Larryarcia@yahoo.com)]  
Sent: Tuesday, January 24, 2017 9:14 PM  
To: Lindsey Ozbolt <[LOzbolt@sammamish.us](mailto:LOzbolt@sammamish.us)>  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people crossing the trail.

Please approve the permit, as proposed, with expediency.

Larry Arcia  
400 NW 72nd ST  
Seattle, WA 98117  
[2063342684](tel:2063342684)

**Exhibit 29**  
**SSDP2016-00415**  
**004376**

## Lindsey Ozbolt

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**From:** Lindsey Ozbolt  
**Sent:** Wednesday, January 25, 2017 11:13 AM  
**To:** 'Larryarcia@yahoo.com'  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Dear Larry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your additional comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

-----Original Message-----

**From:** Larry Arcia [mailto:Larryarcia@yahoo.com]  
**Sent:** Tuesday, January 24, 2017 9:17 PM  
**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**Subject:** Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

As someone who has lost a friend who was cycling on the road, this is very important. It will save lives.

Please approve the permit, as submitted.

Approval of the permit will advance completion of the 44 mile regional trail system between Seattle and the foothills of the Cascades. The trail, as proposed in the permit, will provide a safe walking and biking route through Sammamish. Please support the proposed trail widths, which reflect industry standards (AASHTO).

A 12ft trail with 2ft shoulders will create a safe trail with space for the various different uses of the trail... from running to riding a bike. Please approve the permit with the trail widths as proposed.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users, whether in a vehicle, on foot, or on a bike. The trail alignment, as proposed in the permit, provides sight lines for good approach visibility for people on the trail and people on the road.

Exhibit 29  
SSDP 2016-00415  
004377

Please approve the permit, as proposed, with expediency.

Larry Arcia  
400 NW 72nd ST  
Seattle, WA 98117  
2063342684

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Friday, January 27, 2017 9:09 AM  
**To:** 'ldenns@gmail.com'  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Dear Lisa,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

-----Original Message-----

From: Lisa Enns [mailto:ldenns@gmail.com]  
Sent: Wednesday, January 25, 2017 1:53 PM  
To: Lindsey Ozbolt <LOzbolt@sammamish.us>  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

I enjoy riding my bike in the region, but do not often ride on roads for purely recreational purposes. Completion of the ELST would allow me to visit Sammamish on longer recreational rides, and would likely result in an economic benefit for Sammamish, as many riders such as myself would patronize businesses in Sammamish or Issaquah while we're out riding.

Please approve the permit, as proposed, with expediency.

Sincerely,

Lisa Enns  
3636 Francis Ave, 102  
Seattle, WA 98103

**Exhibit 29**  
**SSDP2016-00415**  
**004379**

2062760413

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Friday, January 27, 2017 10:35 AM  
**To:** 'loisboulder1@comcast.net'  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Dear Lois,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

-----Original Message-----

From: Lois Hayes [mailto:loisboulder1@comcast.net]  
Sent: Thursday, January 26, 2017 1:31 PM  
To: Lindsey Ozbolt <LOzbolt@sammamish.us>  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the permit, as submitted.

Paving the trail will make it much less painful for those of us who have shoulders with arthritis.

Ensuring crossing priority for the trail is an important safety issue. Giving priority to the trail when roads and driveways cross the path will be intuitive for all users.

Please approve the permit, as proposed, with expediency.

Sincerely,

Lois Hayes  
4501 134th Place SE  
Bellevue, WA 98006

**Exhibit 29**  
**SSDP2016-00415**  
**004381**

4254635004

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Friday, January 27, 2017 9:08 AM  
**To:** 'Rhiannon.lynne@gmail.com'  
**Subject:** RE: Please Approve the Permit for Segment 2B of the ELST

Dear Lynne,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,  
Lindsey Ozbolt  
Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

-----Original Message-----

From: Lynne Jones [mailto:Rhiannon.lynne@gmail.com]  
Sent: Wednesday, January 25, 2017 1:46 PM  
To: Lindsey Ozbolt <LOzbolt@sammamish.us>  
Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

As proposed in the permit, priority at trail crossings should be given to the trail and trail users. Consistent crossing priority is intuitive and safe for users of both the trail and the driveways and roads that cross the trail.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

Building bicycle infrastructure is an important investment in our future. Bicycling improves people's health and provides a non polluting method of transportation.

Sincerely,

**Exhibit 29**  
**SSDP2016-00415**  
**004383**



Lynne Jones

Lynne Jones  
2612 25th Avenue E  
Seattle, WA 98112  
2067954755

**Exhibit 29**  
**SSDP2016-00415**  
**004384**

## RE: ELST Segment 2B

Lindsey Ozbolt

Fri 2/3/2017 3:55 PM

To:Lance Kilgore <aiaw@msn.com>;

Dear Lance and Marilyn,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

---

**From:** Lance Kilgore [mailto:aiaw@msn.com]  
**Sent:** Friday, January 27, 2017 2:19 PM  
**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**Subject:** ELST Segment 2B

Here are our comments for: The Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Thanks,

Lance and Marilyn Kilgore

**Exhibit 29**  
**SSDP2016-00415**  
**004385**

# Lance Kilgore

---

1731 E Lake Sammamish PL SE, Sammamish, WA 98075 | 206-372-7324 | aiaw@msn.com

**01/11/2017**

Lindsey Ozbolt

Associate Planner

City of Sammamish

801 228th Ave SE,

Sammamish, WA 98075

**Dear Lindsey Ozbolt:**

I am writing to submit a public comment on the King County ELST Section B.

It concerns me with the amount of environmental damage that King County is planning for the ELST Section B, there will be significant tree removal if King County follows their current plan. As an owner of private property in the City of Sammamish there are strict regulations for the removal of even 1 tree, including plans to replace that tree. The County should be held to the same restrictions.

Another major concern is that King County has not marked all significant trees on the plans or tagged the trees themselves. We have an old growth cedar, and 3 very large douglas fir trees located on our parcel that were not marked by King County and are not shown on the plans. Does King County get free reign on cutting down trees they do not mark or show on the plans, even though they are close to the trail project?

The State of Washington has declared the Bald Eagle “at capacity” in western Washington, meaning that any time they lose habitat their population is reduced. We have noticed a reduction in both the eagles and ospreys we see every year, I believe this is partly due to loss of habitat from all the new construction. If King County can be convinced to follow the current centerline and not plow through wetlands and swaths of trees I believe everyone would benefit.

**Sincerely,**

**Lance Kilgore**

**Exhibit 29  
SSDP2016-00415  
004386**

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Wednesday, January 25, 2017 11:06 AM  
**To:** 'Leslie Lederman'  
**Subject:** RE: Trail

Dear Leslie,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

**From:** Leslie Lederman [mailto:leslielederman@gmail.com]  
**Sent:** Wednesday, January 25, 2017 9:55 AM  
**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**Cc:** Alan Lederman <lederman\_a@hotmail.com>; Paul Lederman <paul@drlederman.net>; randp383@gmail.com; Gerry Lederman <gerrylederman@hotmail.com>; Lederman Gina <GinaLederman@aol.com>  
**Subject:** Re: Trail

Lindsey,

Thank you for talking with me this morning. From our conversation and the attached images, I am understanding that the impact to our property will be minimal. The gravel trail that exists today and the amount of property impacted is very similar to that which is proposed for the final trail.

I've attached the images I captured from the master trail plan. I have marked what I understand to be the right of way (in red), the clearing/grading line (in yellow) and the structures on our property (in blue). From this image, it appears as though no damage to our structures will occur.

I would like to formally submit my understanding to the City as comments on behalf of my family. If I have misunderstood, I would like to set up a meeting prior to January 27th to discuss any misconceptions I have.

Thank you again for the conversation and helping me understand the plans.

Sincerely,  
Leslie Lederman  
[leslielederman@gmail.com](mailto:leslielederman@gmail.com)  
425-890-8742 cell

**Exhibit 29**  
**SSDP2016-00415**  
**004387**

On Sun, Jan 22, 2017 at 8:08 PM, Leslie Lederman <[leslielederman@gmail.com](mailto:leslielederman@gmail.com)> wrote:

Lindsey,

Can I set up an appointment with you before January 27th to understand the impact of the proposed trail on my property? My address is 2611 E LK SAMM PKWY SE, SAMMAMISH, WA 98075.

I have the 135 page plan but it is hard for me to understand. My biggest question is about the impact of any existing structures on our property. We have a fence and a shed that I am worried will be destroyed.

Please let me know when we can talk. A phone meeting would be fine.

Thank you,  
Leslie Lederman  
[425-890-8742](tel:425-890-8742)

--

Leslie Lederman  
[leslielederman@gmail.com](mailto:leslielederman@gmail.com)

--

Leslie Lederman  
[leslielederman@gmail.com](mailto:leslielederman@gmail.com)

**Exhibit 29**  
**SSDP2016-00415**  
**004388**

MATCHLINE SEE SHEET AL9

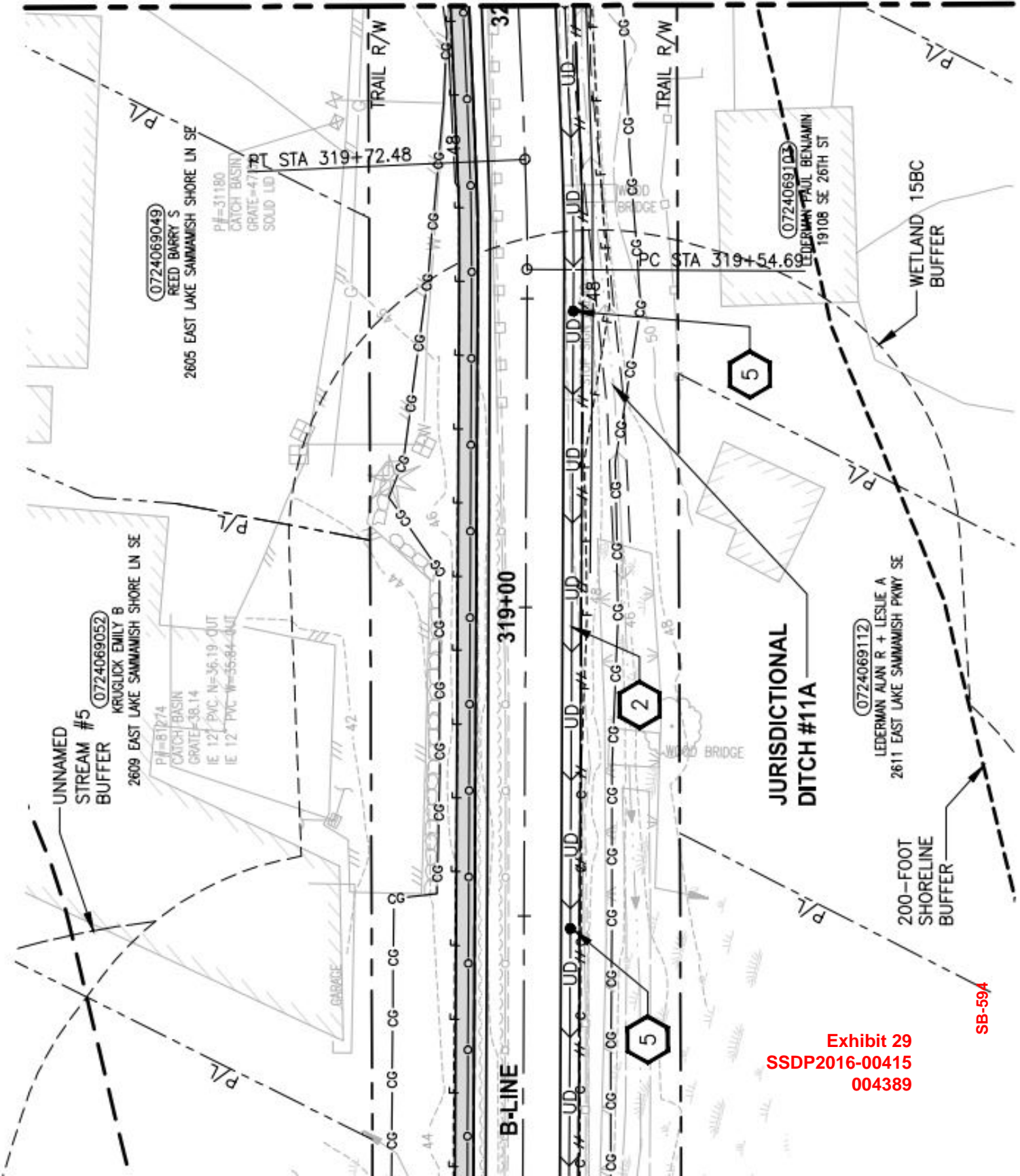


Exhibit 29  
 SSDP2016-00415  
 004389

SB-594

MATCHLINE SEE SHEET A19

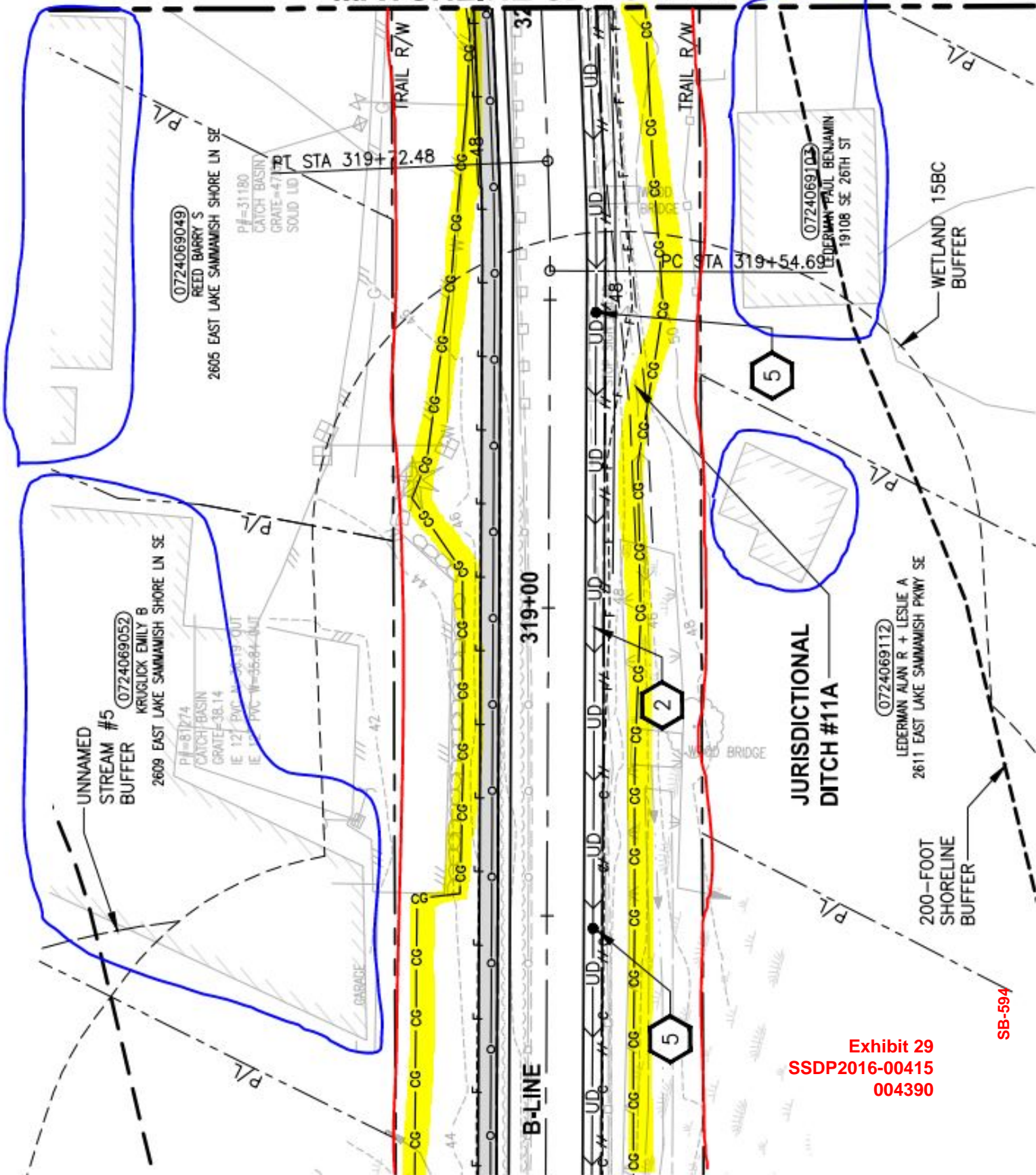


Exhibit 29  
 SSDP2016-00415  
 004390

SB-594

**To:**  
**Subject:**

Leslie Lederman  
RE: Trail

Good morning Leslie,

I am available to talk over the phone this afternoon, or we can set up a time later in the week. I am out of the office tomorrow, January 24<sup>th</sup> at an all-day training. If I do not answer, please leave a message and I will return your call as soon as possible. I can be reached at the number listed below.

Best,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

**From:** Leslie Lederman [mailto:leslielederman@gmail.com]

**Sent:** Sunday, January 22, 2017 8:08 PM

**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>

**Subject:** Trail

Lindsey,

Can I set up an appointment with you before January 27th to understand the impact of the proposed trail on my property? My address is 2611 E LK SAMM PKWY SE, SAMMAMISH, WA 98075.

I have the 135 page plan but it is hard for me to understand. My biggest question is about the impact of any existing structures on our property. We have a fence and a shed that I am worried will be destroyed.

Please let me know when we can talk. A phone meeting would be fine.

Thank you,  
Leslie Lederman  
425-890-8742

--

Leslie Lederman  
[leslielederman@gmail.com](mailto:leslielederman@gmail.com)

**Exhibit 29**  
**SSDP2016-00415**  
**004391**



TO:

larrylusch@gmail.com

Subject:

RE: Please Approve the Permit for Segment 2B of the ELST

Dear Larry,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

-----Original Message-----

From: Larry Lusch [mailto:larrylusch@gmail.com]

Sent: Thursday, January 26, 2017 6:48 AM

To: Lindsey Ozbolt <LOzbolt@sammamish.us>

Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear City of Sammamish,

Please approve the final segment of the East Lake Sammamish Trail. This beautiful trail is a gem in the crown of the city. My wife and I love this trail. We walk it and ride our bikes on it.

Gail and I are both in our mid-60's. We're working hard to stay fit and healthy. While we do go to a gym in bad weather, the ELST is our "go to" source of fresh air and outdoor enjoyment.

The improvements made to the trail so far are outstanding. It's a joy to see children and people of all ages walking, biking, or being pushed in a stroller along ELST. For young parents who push their infants in strollers, the paved surface is so much better.

We were overjoyed when the approval came for the segment that is being worked on now. We assumed the "battle" was over. It was so disappointing to realize 29 or so people were trying to hold up the final segment.

Please listen to the majority in this situation and approve completion of the final segment.

Thanks for listening and thanks for serving the community.

**Exhibit 29**  
**SSDP2016-00415**  
**004392**



TO:

lorimichetti@gmail.com

Subject:

RE: Please Approve the Permit for Segment 2B of the ELST

Dear Lori,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development

425.295.0527

-----Original Message-----

From: Lori Michetti [mailto:lorimichetti@gmail.com]

Sent: Wednesday, January 25, 2017 8:06 PM

To: Lindsey Ozbolt <LOzbolt@sammamish.us>

Subject: Please Approve the Permit for Segment 2B of the ELST

Dear

Dear city of Sammamish,

I'm writing to express my support for completing the ELST and approving permit SSDP2016-00415.

Please approve the trail permit, as submitted, so that users of all ages and abilities can safely use the trail. A trail built to national standards (AASHTO), that is 12 ft, plus 2 ft gravel shoulders, will allow for safe use by a variety of different users, including people who walk and bike.

When complete, the trail will be an even greater community amenity, and provide a safe option for people who bike to travel to and through Sammamish. Please complete the trail.

The current trail is not safely accessible by all. It's way beyond time to finish the trail. Please don't let the few property owners bully the rest of us. Please act for the public good.

Sincerely, Lori Michetti

Lori Michetti

**Exhibit 29**  
**SSDP2016-00415**  
**004394**



**TO:**  
**Subject:**

LR Peterson  
RE: ELST section B 60% comments

Dear Les,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

**Lindsey Ozbolt**

Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

---

**From:** LR Peterson [mailto:lrpdds@msn.com]

**Sent:** Tuesday, January 24, 2017 9:08 AM

**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>

**Subject:** ELST section B 60% comments

Hello Ms. Ozbolt,

I am submitting my comments to the King County ELST section B, 60% plan.

Attached to this email are my comments. If you have difficulty with receiving the attachment(s) please let me know.

I will also be submitting my comments, in hard copy, later this week to your office.

I look forward to questions or comments you may have for me regarding this matter.

Best regards,

Les Peterson

Parcel# 0624069065

Sent from [Mail](#) for Windows 10

**Exhibit 29**  
**SSDP2016-00415**  
**004396**

lrpdds@msn.com  
parcel # 0624069065

January 12, 2017

To:  
Ms. Lindsey Ozbolt  
City of Sammamish  
lozbolt@sammamish.us

Regarding:  
Public Comment for the  
East Lake Sammamish Trail- Segment B, 60% trail plan (ELST-B)

**Public Comments regarding ELST-B 60% Trail Plan**  
**Parcel #. 0624069065**  
**Line 347+00**

My wife and I live at 1801 East Lake Sammamish PI SE, Sammamish Washington. I have lived and owned our home at this address since 1992. Our property is one of the parcels that is bisected by the trail and slopes down toward the lake with an elevation drop of approximately 70 feet from our street. My opinion is that bisected parcels will be disproportionately affected by the process of construction of ELST-B and the eventual increase in trail use, compared to non-bisected parcels. It would be reasonable to conclude that a trail constructed between a home and their lakeside property would be more impacted than a residence where the trail lies between the house and a street.

I think everyone would agree that ELST-B will create changes that will directly impact the owner/resident abutting the trail. I will address what I believe are some of the negative impacts.

**Exhibit 29**  
**SSDP2016-00415**  
**004397**

**A. Comments as it relates to our parcel specifically.**

**1) Location of access gates and steps:**

The parcels which are bisected by the trail (which runs between the residence and the lake) are significantly affected by the access gate/step location. I request the City of Sammamish and King County to consider the following comments:

a. The current placement of access gates on the *interim trail* was place with the approval of King County, providing us reasonable access to cross the trail. Much of the landscaping, stairs, and gates that currently exists along the interim trail were placed by property owners with concern for safety, ease of access, privacy from the trail and providing visual and physical continuity between the bisected portions of their property.

b. The location of stairs down to the trail from residences was greatly influenced by the topography, this is especially true for the more sloped parcels such as ours. The elevation and steepness of the slope on our property prohibits us from relocating our stairs from the current location. When we built our home we spent a considerable amount of money for earthwork, grading, landscaping and the installation of poured concrete steps. (See photos 1,8,9). The stairs we have built allows us to have safe access down a very steep slope to the lake portion of our property. (See photo 1).

c. The access gate for us in the submitted plan, would require us to traverse the complete width of our property on the trail and to cross the trail to gain access to the lake side portion of our property. (See photos 2,4, Fig 1 delineated in pink). Therefore, the location, orientation and design of the access gate as submitted would create a significant physical barrier, safety concerns, and would place undue hardship on us, the residents.

**I propose these possible solutions:**

***Option 1.***

Place the ELST-B access gates at the current gate locations where the trail is bisecting the residence from the lake side property.

Currently there are access gates for each parcel, one to the residence side and directly opposite on the lake side. These gates allow property owners to access the trail and their property across the trail. The position of these gates were approved by King County at the time the interim trail was installed.

**Exhibit 29  
SSDP2016-00415  
004398**

- The stairs could be built perpendicular to the trail. The consequence of pairing adjoining property owners to a common gate is that it almost requires the stairway to be oriented parallel to the trail.  
Stairway parallel to the trail require 90 degree turns in their design and thereby create problems for the stair user. The ability of the stair user to move large items such as canoes, kayaks, landscaping equipment, etc., would be difficult or impossible with trying to negotiate around the 90 degree corners. Stairs which cannot be navigated would be restricting property owner's access to their the property because there are no alternative routes to access their property.
- Orientation of the staircase perpendicular to the trail will provide more flexibility with regards to stair placement along the trail if needed because this orientation is narrower in a north/south dimension, in effect, a smaller footprint along the trail.
- A narrower north /south dimension of a perpendicular stairway would less likely encroach or damage existing infrastructure.
- Perpendicular stairways would be simpler to design and build, therefore more likely to be less expensive.
- Homeowners would be able to cross directly to the opposite access gate vs. having to traversing diagonally across the trail to the gate. For us we would have to cross almost the total width of our property. (See photo 2,4. fig 1).
- It would be safer for property owners and trail users if property owners could cross the trail in a most direct route. Imagine trying to traverse the trail with a canoe , raft or small children in tow simultaneously trying to avoid cyclists or runners.
- I think there are inherent and significant benefits of having the access gates on either side of the trail be directly opposite each other as much as possible. For instance, it would easier for police or medical response team to associate a gate on the trail with a specific residence if the lake side access gates are directly across from the residential side access gate.  
An example: an accident on the beach (a drowning), the fire department arrives at the residence upland from the trail, they make their way down to the trail. they would rightly assume that gate directly opposite the residence is the lake side access gate for the residence. If the gate associated with the residence was 50 feet away it might not be as obvious.
- Having the opposing access gates directly across from each other gate creates continuity that is visual, physical and emotional, between the bisected parts of the property.  
By pairing adjoining neighbors to a common access gates in the ELST-B plan, would essentially detach the lake side portion of the property from the residence for those in the bisected areas. This may not be the intent of the proposed plan, however, that is its effect. The effect is onerous and damaging to the property owner.



Change the order of pairing neighbors for the access gates.

It is my understanding that King County's goal is to reduce the number of access gates on the trail and, therefore, it is their aim to pair adjoining neighbors to a common access gate.

The distance between the Peterson and Sampson (neighbor to the south) gate is currently 35 feet (See photo 3). which is much less than the distance between the Peterson and Kilgore (neighbor to the north) gates currently 90 feet (See photo 4. fig.3).

**First, I suggest that the access gate be relocated to the Peterson (0624069065)-Sampson's (0624069071) property line.**

- This location will provide a better crossing point to the respective properties. (See photo 3, fig 2 delineated in red.
- An access gate at this property line would be much closer to the stairs coming down from both residences.
- As mentioned under option 1, there are benefits of having the access gates from the lake side and residence directly opposite, as much as possible.
  - Safety and convenience, less distance to traverse along the trail to reach the opposing access gate.
  - Easier for police or medical response to identify gates with residence.
  - Maintains visual, physical and emotion continuity of connectedness between the bisected portions of the property.
- This new location would be less likely to damage utilities (existing 4" drain, water and electric) which exist between the trail and the Peterson cabana ( which is located below the residence and is lakeside of the existing trail). There are no known utilities near the Sampson/Peterson property line. The topography between Peterson and Sampson could make stair construction easier. There are no structures near where the stairs could be relocated. It is my recollection that there may be a number of utility lines near the property line between Chamberlin and Sampson properties.

**Second, I suggest having the stairs for Kilgore join Lamont (0624069066) and Beluche (0624069058), and have the access gate placed where Lamont's gate is currently located (See fig 3).**

- Note that the Lamont property is approximately ten feet wide, unusually narrow.

Exhibit 29  
SSDP2016-00415  
004400

There can be advantages for consolidating the Kilgore, Lamont and Beluche's access gate.

- This location will more closely line up with the property owners existing stairs/path. This location would be directly midway between the Kilgore-Beluche and directly across from the Lamont current access point to the trail (See photo 5 fig 3).
- The lower stair landings of the relocated stairs will terminate very close to the existing stairs for Kilgore and Beluche's walking path and landscaping on the lake side of the trail.
- No additional access gates will need to be constructed with reconfiguration.

**I suggest that the access gate be relocated on the property line of Chamberlin (0624069039) and McKee (0624069106).**

This location for the access gate may be more favorable for these property owners as well. In the currently proposed plan, the stair landing would terminate behind the Chamberlin cabin making it difficult to construct a path around their existing cabana, however, relocating the access gate between Chamberlin-McKee would allow for the staircase landing to end very near their present (pre ELST-B) stairs/path. At this location the construction of the stairs would be less likely to encounter existing utilities.

## **2) Regarding errors and omissions on ELST-B plan:**

### **a) Page EX 9 (Existing Conditions Plan)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan . (See photo 6,7 Fig 1 delineated in yellow). The area highlighted is inaccurate as to its dimensions and location. This area, the is lawn elevated 3 feet by a concrete retaining wall and planting bed.
- Stairs on the lake side of trail are omitted on the plan submitted. (See photo 6,7 delineated in red). Currently there are stairs which negotiate the steep slope from the interim trail to our lawn.

### **b) Page AL 14 (Plan Profile)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan. See above.
- Existing stairs on lake side are omitted in plan that was submitted. See above.

**Exhibit 29  
SSDP2016-00415  
004401**

and grubbing in the areas of the utilities may avert damage or destruction of existing utilities and/or drains

**4)** The location of the CG line on the residence side of the trail could cause the loss of the stairway (downhill from the residence to the trail) and therefore make portions of the property inaccessible to the residents. The County should be required to maintain the integrity of existing stairs or build suitable replacement to allow the resident safe access to all parts of their property. (See photo 1). Avoidance of the stairway during construction would be ideal.

**5)** The location of the CG line on the lake side of the trail:

- A portion (southern 3/4) of our concrete block retaining wall lies within the CG line. See photo 6,7. fig 1. delineated in green). This wall retains the hillside along the existing trail upland from our lawn. We would like the retaining wall to be preserved. If it is damaged, we would want it to be restored or replaced
- The location of the CG line appears to remove our existing wood stairs on the lake side of the trail ( missing on the current plan and mentioned above, A.2.b). Loss of these stairs would make access to the lake portion of the property unsafe. (See photo 6,7 delineated in red).

### **B. Comments and concerns during construction**

**1)** Damage, Disruption, or destruction may occur to our existing infrastructure such as existing stairs, retaining wall and landscaping during the ELST-B construction.

**2 )** Damage, Disruption, or destruction to our existing water, electrical and drain lines which run under the current temporary trail during ELST-B construction. Any disruption or loss to these utility lines would prevent us, the property owners, from using the lake portion of our property and possibly our residence. (A crossing permit for utilities was acquired from BNSF prior to 1998, and a subsequent special use permit was acquired from King County (required to permit new construction from the City) and the special use permit was renewed with King County in 2014.) These utilities are necessary for the residence. If the utility lines are moved from their pre construction location, the homeowner should be consulted prior to their replacement.

Our utility lines pre-existed the trail by decades. What is the process to resolve the issue of damages done by construction? Will infrastructures and utilities that are affected be repaired or replaced and at whose expense? If infrastructure is damaged during the construction of ELST-B, how quickly will these infrastructures be replaced or repaired?

**3)** Parcels which are bisected by the trail, there may be damage or destruction to existing stairs which come down to the trail from the residence, preventing access to

gates and temporary stairs be located during construction? Will each parcel have their own temporary gate, stairs and path?

4) Construction zones are generally unsafe for the public and we have concerns for the safety of our family and visitors. How will contractors provide us safe passage during construction hours and after construction hours? Will there be supervision and assistance for safe passage of residence crossing the construction site during and after construction hours?

5) I have concerns regarding liability to the property owner during construction. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs inside the ROW or only liable for what occurs inside the CG (fence line)?

6) Where will the construction material and equipment be stored during the construction of ELST-B? Will debris, dirt, rock or other construction material and/or equipment be stored outside the delineated clear and grub (CG) line?

**C. Comments regarding after construction.... effects of an improved trail:**

1) How will King County mitigate the impact of the ELST-B on property owner privacy?

The close proximity of the trail (public space) to private residential space, puts an undeniable burden on the adjoining property owner such as the diminishing or the loss of their privacy. The construction of ELST-B will destroy privacy structures such as landscaping and fencing which currently provide privacy for the trail neighbors from the trail. There is no indication King County will assist in repairing or reestablishing privacy that is diminished or lost.

It would be unfair for the adjoining property owners to bear most of the burden of the ELST-B's impact yet, at the same time have regulations and regulators preventing these affected owners from mitigating this added burden. Regulations pertaining to wetland designations, buffer space and others may preclude a property owner from establishing or reestablishing privacy which was diminished or lost because of ELST-B. City of Sammamish and/or King County should provide assistance or a process whereby property owners can reestablishing privacy lost by the construction of ELST-B.

2) Paving the road surface and widening the trail encourages greater speed for the cyclists. Currently the gravel trail discourages high speeds for bicycles. I am unsure if

Exhibit 29  
SSDP2016-00415  
004403

enforcement. I have a difference of opinion regarding its priority ranking. Currently

speeding on the trail is a significant safety issue for residents adjacent to the trail, trail users, and will be a greater safety issue in the future with additional trail traffic. I have personally witnessed numerous accidents many are attributable to speed or inattentiveness of trail users. Does the King County's ELST-B plan address excessive speed on the trail and does it have a strategy to discourage speeders?

3) I have concerns regarding the **liability** and other legal issues the trail brings to the property owner/resident after completion of ELST-B. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs inside the ROW or only liable for what occurs on ELST (fence line to fence line)?

4) I am concerned that there will be more noise and louder noise after construction is completed for ELST-B as compared to the interim trail. This should be expected since there is an expectation of greater traffic and use, however, just by changing the trail surface from a gravel (soft surface) to blacktop (hard surface) will likely create louder noise.

Does the ELST-B plan, address noise issues, especially for areas where the trail bisects parcels (runs between the lake and the residence)?

5) Obviously there will be rules and regulations for trail users but who will be policing the laws, trail rules and regulations in trail corridor and which government agency's ordinances apply and where?

The issue of jurisdiction is confusing especially for areas where the trail bisects property.

I've been informed that property on either side of the trail right of way is under the jurisdiction of The City of Sammamish and the trail right of way is under King County jurisdiction, however it is much more complicated than that.

- Is all of the ROW (east and west ROW boundary including the trail) King County's jurisdiction? If this is the case, the ROW there are areas where the ROW does not extend all the way to the, such as the case on our parcel. In this case would Sammamish have jurisdiction the property between the lake and the ROW?
- Or, does King County have jurisdiction for just the trail (inside the trail fences). Sammamish would have jurisdiction on the ROW on either side (east and west) of the trail fence? If that is the case, Sammamish has jurisdiction of land that King County claims (King County claims all of the ROW)?

Exhibit 29  
SSDP2016-00415  
004404

Policing in the City of Sammamish is currently contracted with the King County Sheriff Department and therefore jurisdictional issues may not be as relevant, however this arrangement is not permanent. Will trail neighbors face ambiguous police regulation, protection and enforcement in the future should Sammamish no longer be contracting with the King County Sheriff department for police service?

We have had numerous instances of individuals using the trail after hours (walking or riding their bicycles after dark), as well as unauthorized motorized vehicles on the trail. We have had off-leashed dogs running into our yard out of control, their owners walking uncaring on the trail (dangerous). We have had inconsiderate trail users wandering onto our property knowingly trespassing, even as far as on our dock. King County police appears to place little importance on enforcing the laws, rules and regulations on the trail, considering King County has placed very little resources or manpower for policing the trail. With the expected increased in traffic on the trail after the construction phase, property owners are concerned for their safety, their privacy, and their property, and rightfully so.

**D. Comments regarding King County rights beyond existing railway bed for ELST-B improvements:**

1) I do not dispute King County's right to put in a trail. The U.S. Supreme Court ruling on rail banking (Rails to Trails) concluded that rail banking is constitutional. King County was eventually transferred the easement from Burlington Northern Santa Fe Railroad (BNSF) through the Rail Banking Act.

2) Should Sammamish even consider processing permits for anyone or entity when ownership of the property is in question?

King County publicly claims adamantly that they own the ROW, however, the ownership of the ROW is not settled. Final ruling by the courts regarding ownership of the ROW has not been completely adjudicated and at this time there are suits pending in this state and many in other states.

improvements were not placed secretly. These improvements were done openly and in many instances after consulting with BNSF and with approval. These improvements obviously did not interfere with the operation and maintenance of the BNSF railroad line otherwise BNSF would have objected to the improvements and asserted their rights as holders of the easement and removed the improvements. Proof of this can be seen by the existence of numerous structures, homes, landscaping and other permanent improvements built on the ROW over the many years preceding "rails to trail".

Should landowners adjoining the railroad corridor be held to a higher standard for King County's ELST than for BNSF railroad? The trail is in essence a placeholder, created by the Rail Banking Act, for the unlikely possibility a railroad would be re-established on the banked railroad corridor in the future.

Should the placeholder have greater powers than the entity its holding it for? I am no attorney, however, I've been informed that there is case law that has ruled on similar issues and the courts with rulings in favor of the property owners.

In conclusion, I hope that there is an appreciation of the how much impact the trail is going to have on its abutting neighbors and the that for the property owners with bisected property, these concerns are amplified. Trail issues or problems for us, unfortunately, are literally in our yards and in our faces.

I want the trail and I think we all are striving to create a wonderful and safe trail for everyone, however, building the trail should be done in a way that does not trample the rights of property owners.

Respectfully submitted,



Lester Peterson  
Owner/occupant

\*Attached are photo and drawings referenced in comments.

\*\*If not photo and drawings are attached with this document then see attachment:

*ELST-B comments-exhibits.pdf*

**Exhibit 29**  
**SSDP2016-00415**  
**004406**

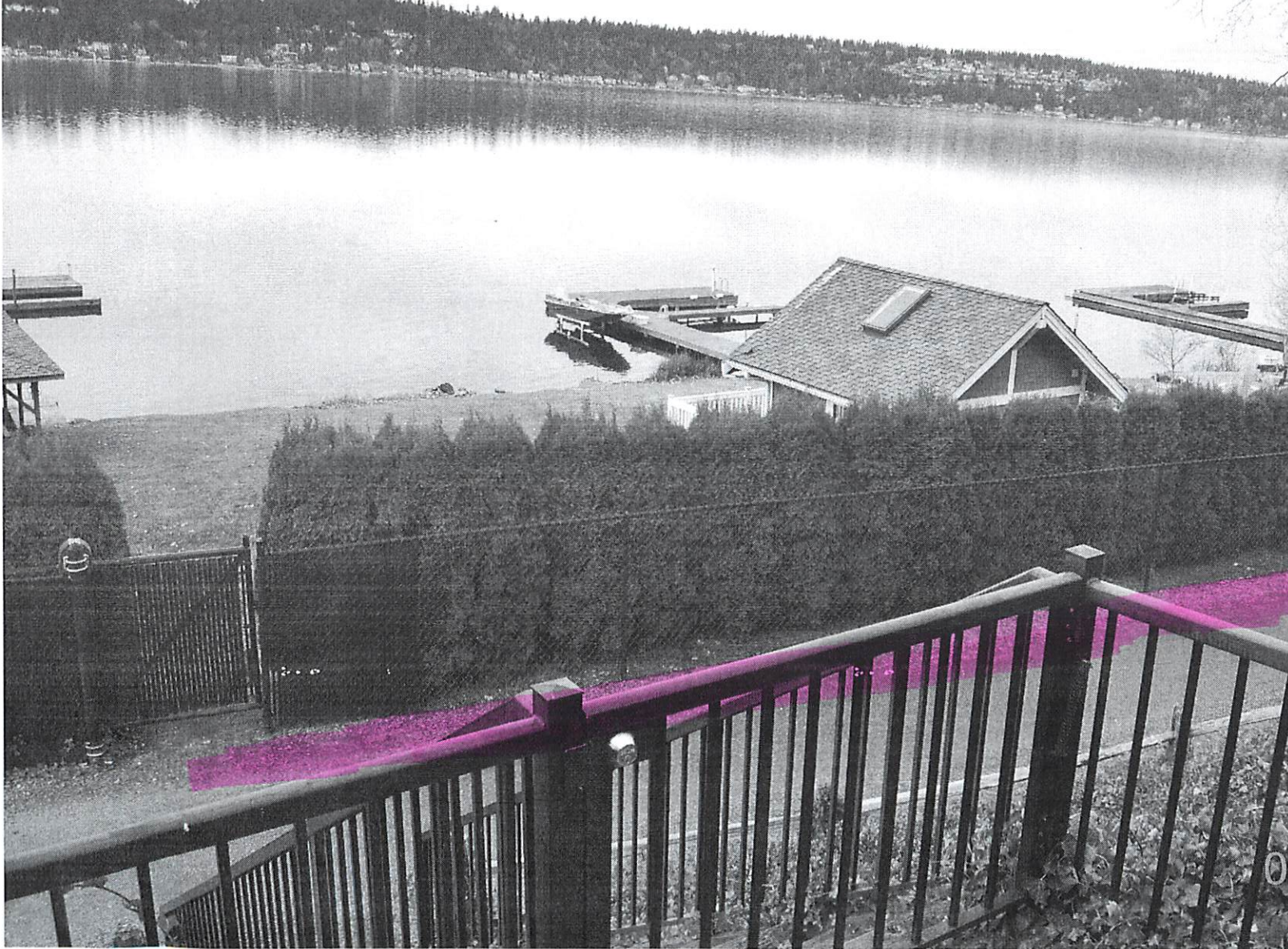


SB-597

Exhibit 29  
SSDP2016-00415  
004407

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SB-597

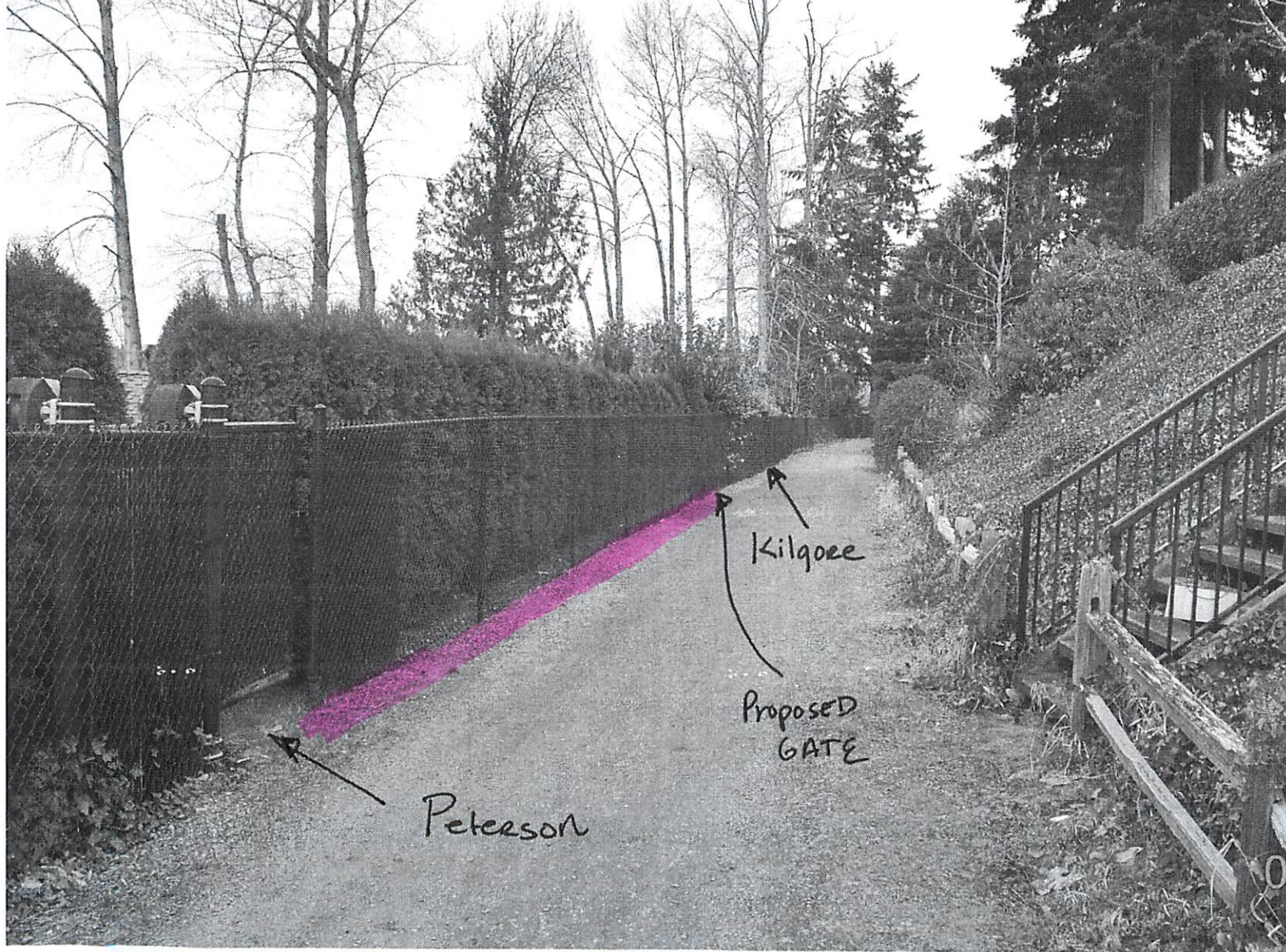
Exhibit 29  
SSDP2016-00415  
004408



SAMPSON

Proposal to  
relocate Access

Distance Between  
SB-597  
SAMPSON - Peterson - gate



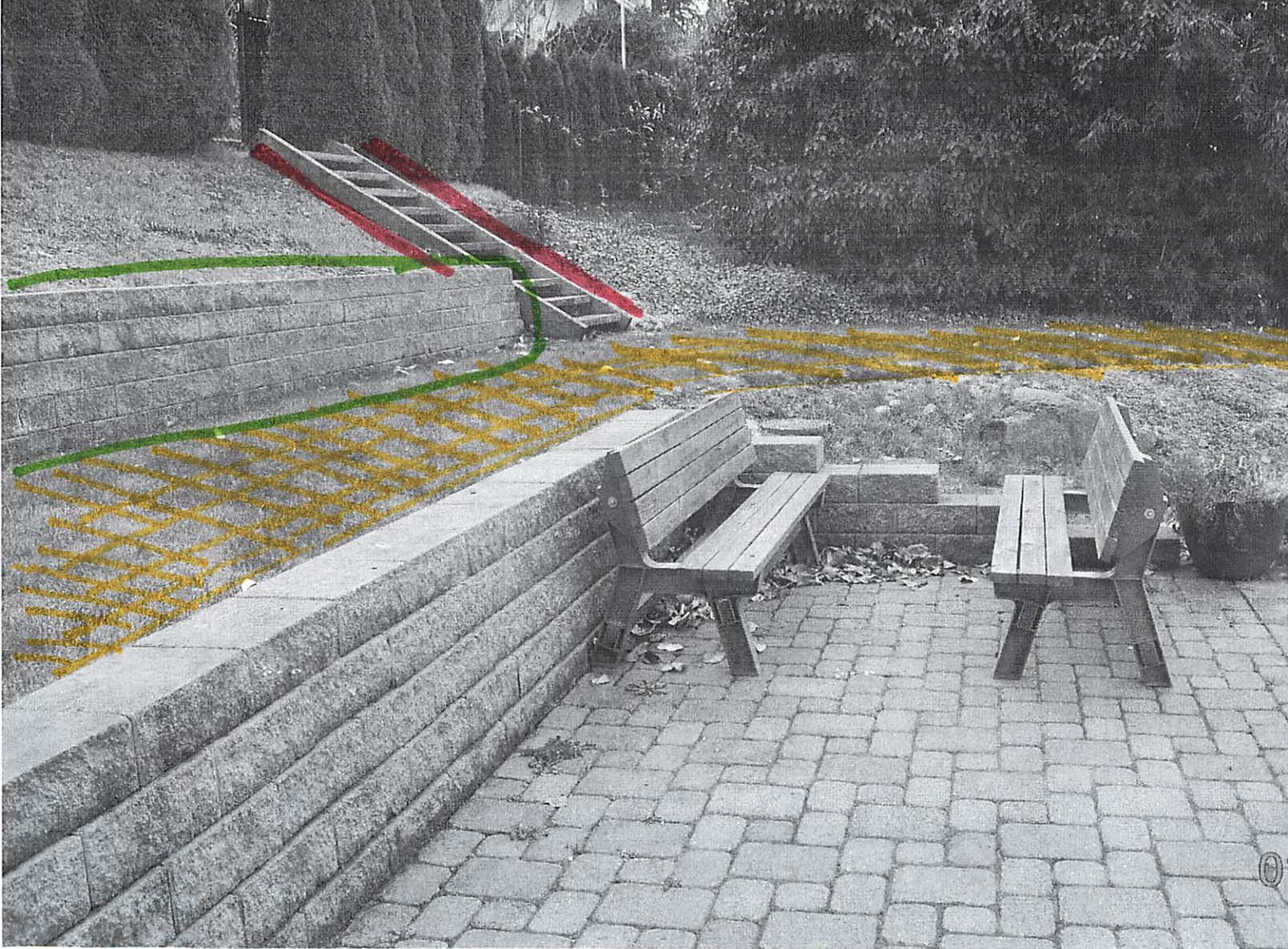
SB-597

Exhibit 29  
SSDP2016-00415  
004410



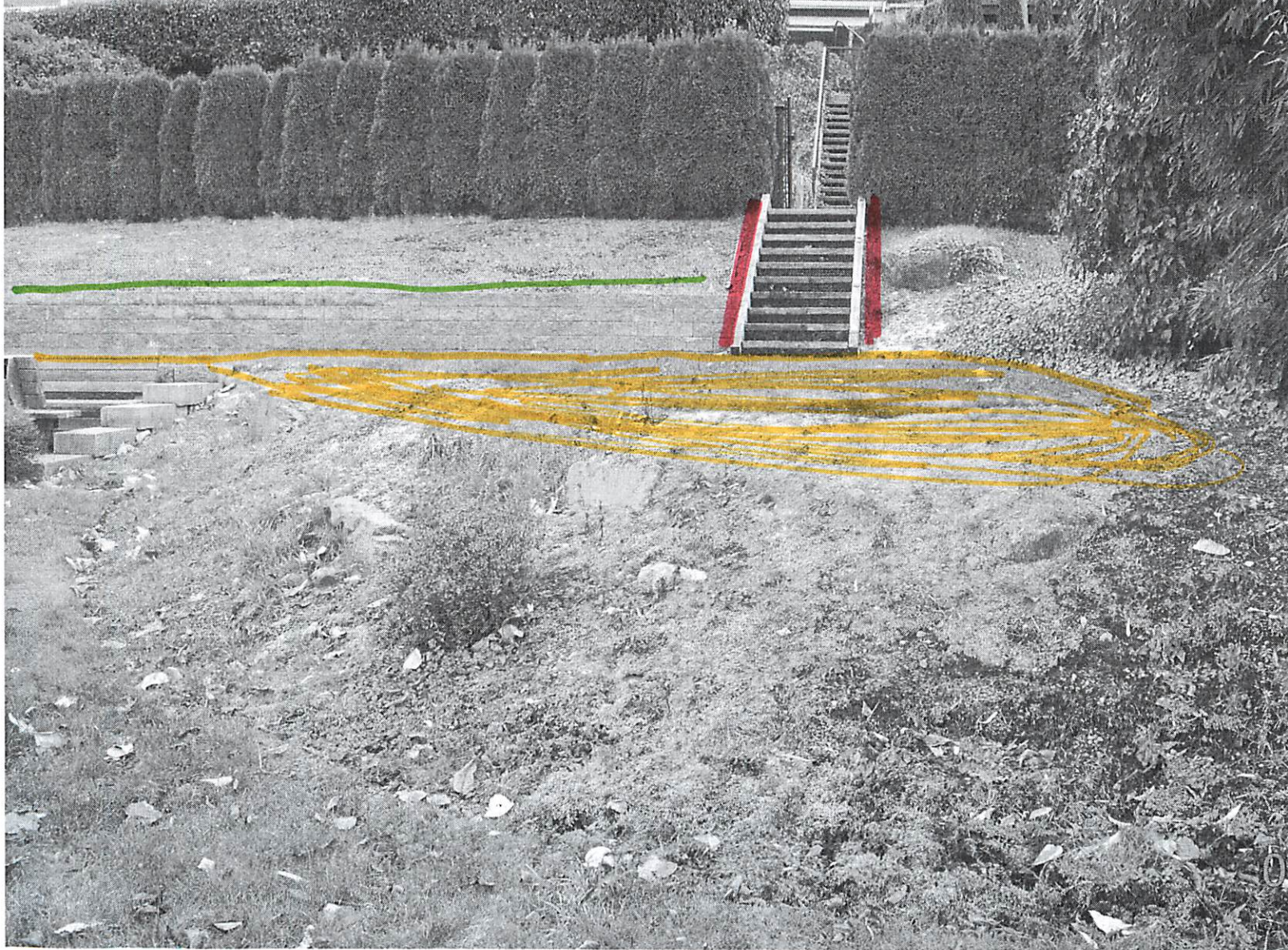
SB-597

Exhibit 29  
SSDP2016-00415  
004411



SB-597

Exhibit 29  
SSDP2016-00415  
004412



SB-597

Exhibit 29  
SSDP2016-00415  
004413



UP VIEW OF  
SB-597  
Concrete Steps

Exhibit 29  
SSDP2016-00415  
004414



Concrete Steps Down  
SB-597  
To Wooden Steps

Exhibit 29  
SSDP2016-00415  
004415



16:

0624069066

KILGORE LANCE C+MARILYN A  
1731 EAST LAKE SAMMAMISH PL SE

PC STA 349+24.15

STAIR #52

1

4 5

WETLAND 19B

AIR 19

0624069065

PETERSON LESTER R+BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

Retaining wall

349+00

STAIR #54  
(NO EX GATI

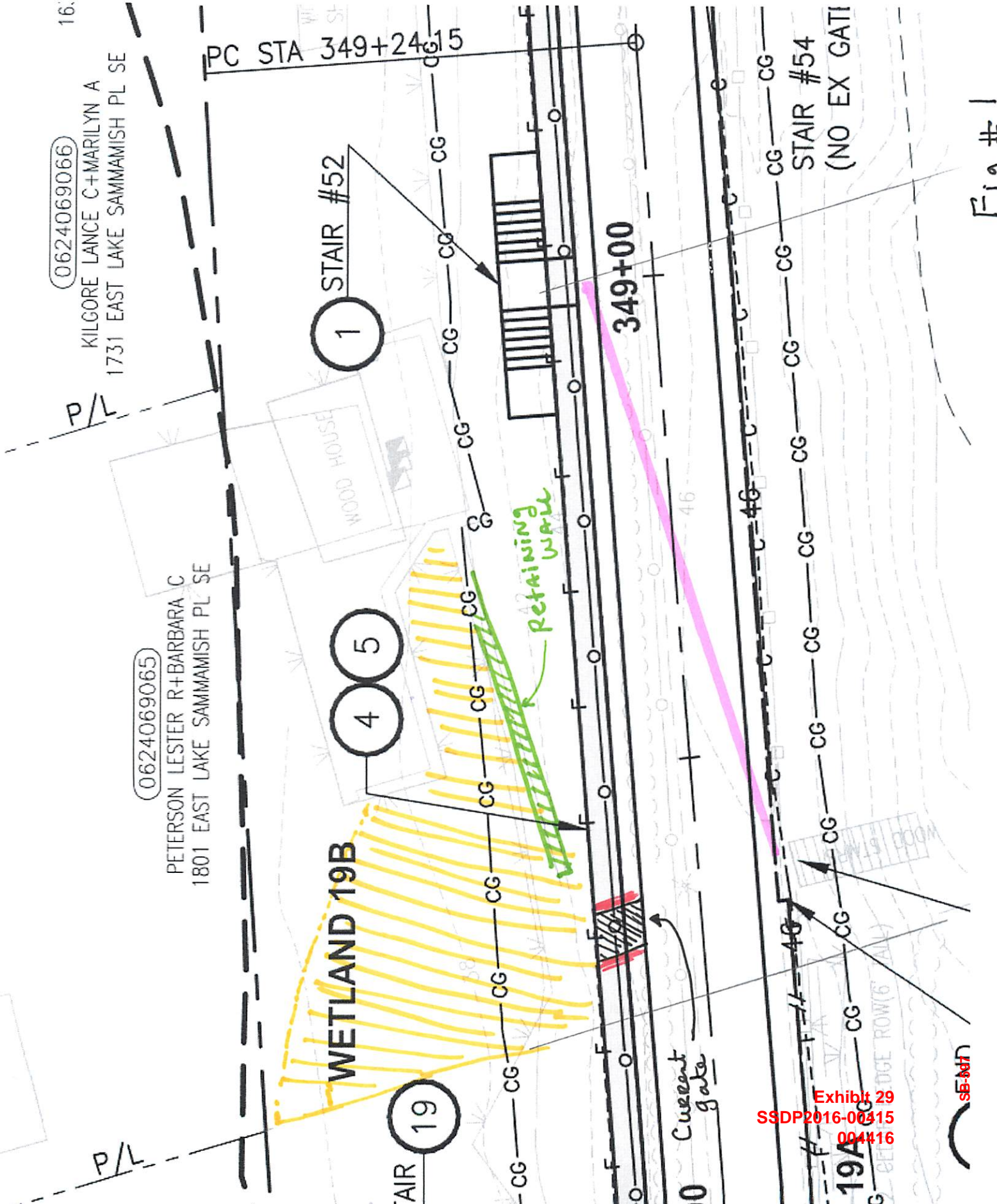
10 Current gate

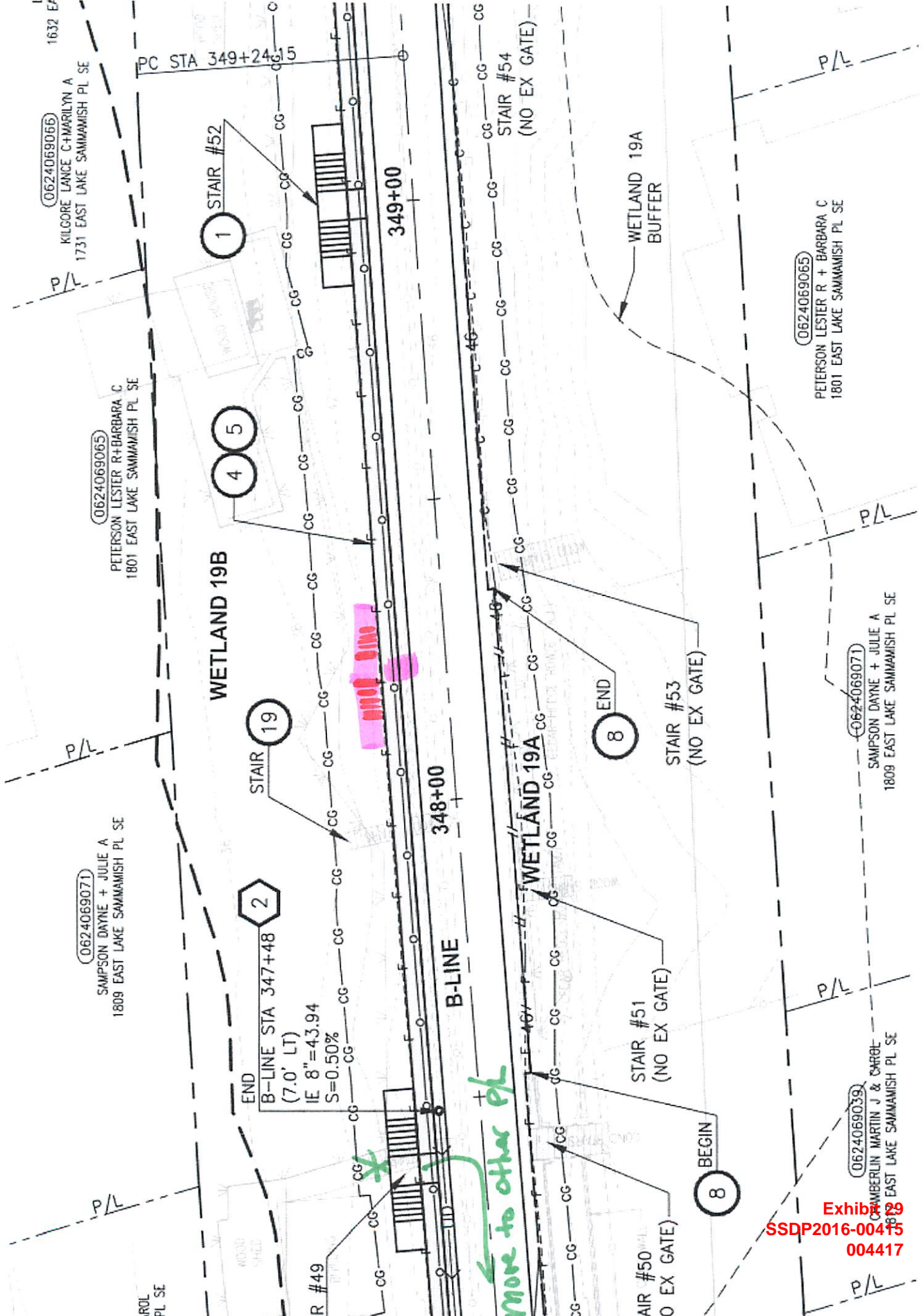
19A

Exhibit 29  
SSDP2016-00415  
004416

SB-001

Fig # 1





1632 E2

(0624069066)  
KILGORE LANCE C+MARILYN A  
1731 EAST LAKE SAMMAMISH PL SE

(0624069065)  
PETERSON LESTER R+BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

(0624069071)  
SAMPSON DAYNE + JULIE A  
1809 EAST LAKE SAMMAMISH PL SE

(0624069065)  
PETERSON LESTER R + BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

(0624069071)  
SAMPSON DAYNE + JULIE A  
1809 EAST LAKE SAMMAMISH PL SE

(0624069039)  
CAMBERLIN MARTIN J & CAROL  
1809 EAST LAKE SAMMAMISH PL SE

1 STAIR #52

4 5

19 STAIR

2

END  
B-LINE STA 347+48  
(7.0' LT)  
IE 8"=43.94  
S=0.50%

349+00

348+00

B-LINE

*more to other pk*

STAIR #54  
(NO EX GATE)

8 END

STAIR #53  
(NO EX GATE)

STAIR #51  
(NO EX GATE)

8 BEGIN

STAIR #50  
(NO EX GATE)

WETLAND 19A  
BUFFER

Exhibit 29  
SSDP2016-00415  
004417

SB-597

Fig # 2

**Proposed Relocation**

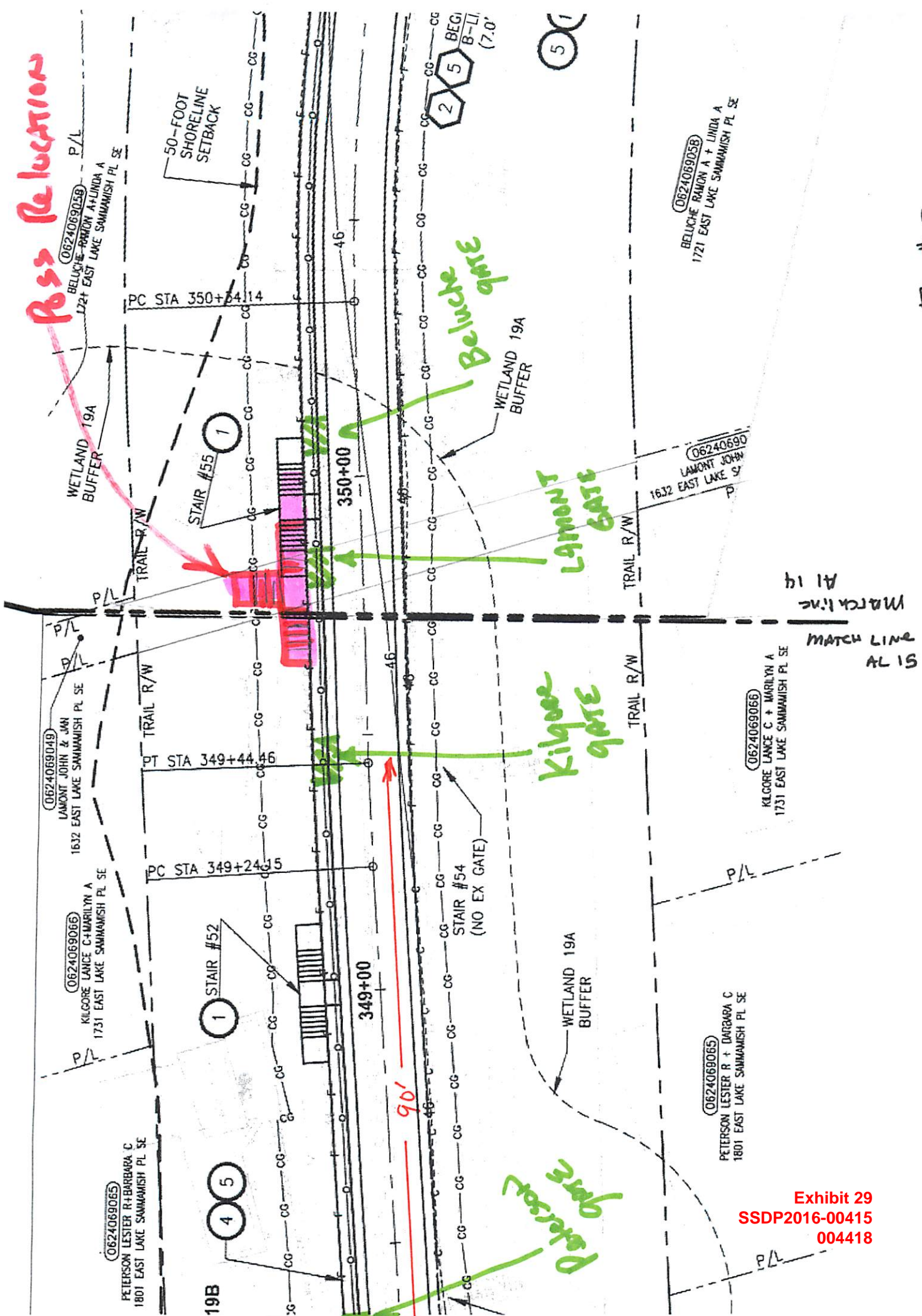


Fig # 3

Exhibit 29  
SSDP2016-00415  
004418

## Lindsey Ozbolt

---

**From:** Lindsey Ozbolt  
**Sent:** Wednesday, January 25, 2017 10:53 AM  
**To:** 'LR Peterson'  
**Subject:** RE: Amended comments for ELST-B 60% plan

Dear Les,

Thank you for contacting the City of Sammamish regarding the current Shoreline Substantial Development Permit Application for East Lake Sammamish Trail Segment 2B (SSDP2016-00415).

Your comments have been received and will be included in the project record. At the close of the comment period, all comments will be compiled and provided to King County for review and response. You will be included in future notices the City issues for this proposal.

Regards,

Lindsey Ozbolt

Associate Planner | City of Sammamish | Department of Community Development  
425.295.0527

---

**From:** LR Peterson [mailto:lrpdds@msn.com]  
**Sent:** Wednesday, January 25, 2017 12:41 AM  
**To:** Lindsey Ozbolt <LOzbolt@sammamish.us>  
**Subject:** Amended comments for ELST-B 60% plan

Hello Ms. Ozbolt,

I am submitting my comments for the King County ELST section B, 60% plan AGAIN.

I dropped off a hardcopy packet and emailed you my comments yesterday and realized later that it would be better for the reader if I re-edit a few parts of my comments. The re-edits were not for content therefore the prior submission would be sufficient if you passed them on already but I think this document is better.

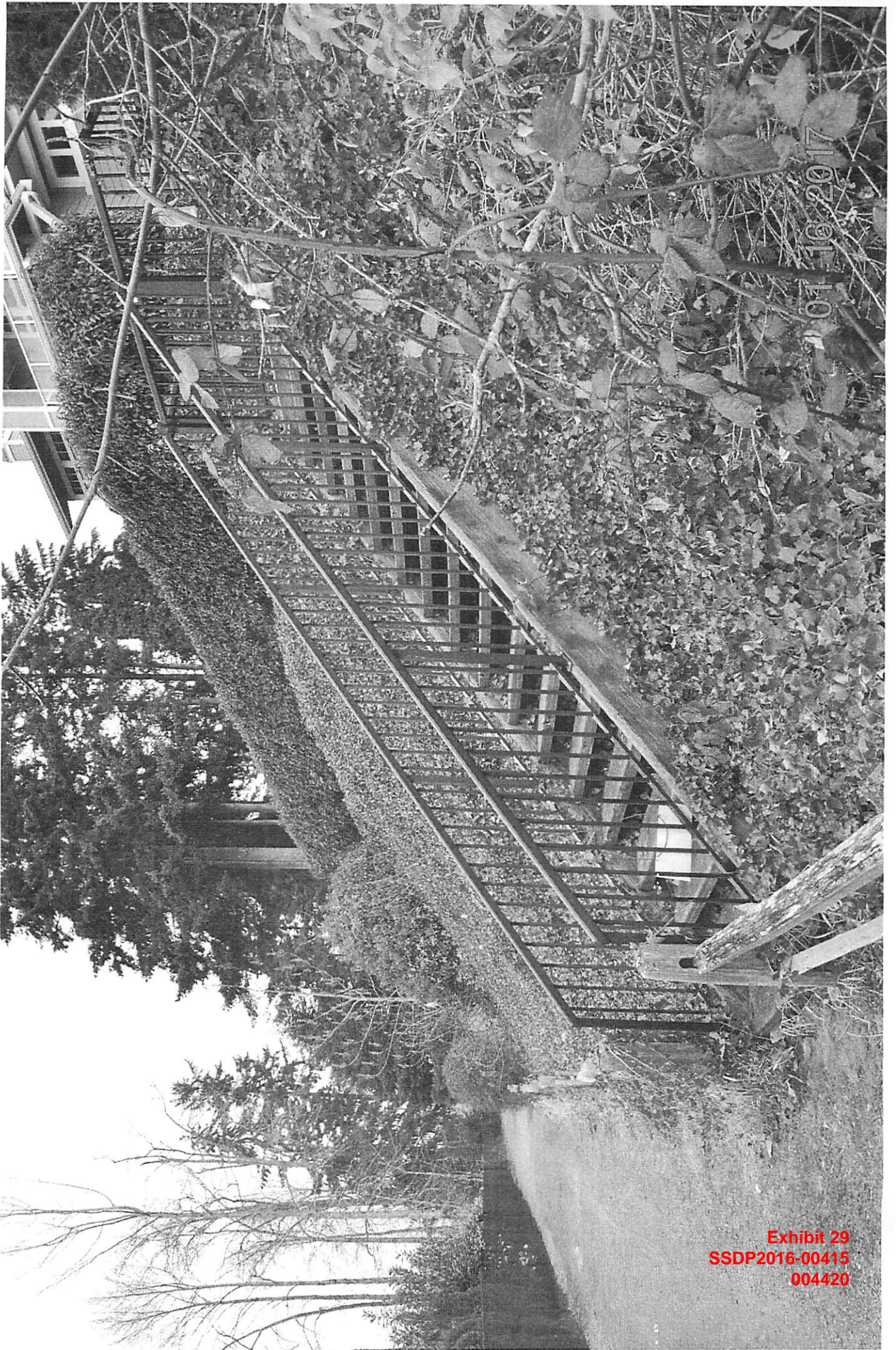
I would appreciate it if you would submit the documents in this email and not submit the previous hardcopy and email documents. I will drop of an edited hardcopy later this week

I look forward to questions or comments you may have for me regarding this matter.  
Sorry for any confusion I may have caused and thank you for your assistance.

Best regards,  
Les Peterson

Sent from [Mail](#) for Windows 10

**Exhibit 29**  
**SSDP2016-00415**  
**004419**



01-16-2017

Exhibit 29  
SSDP2016-00415  
004420

Photo 1

SB-598



Exhibit 29  
SSDP2016-00415  
004421

SB-598

Photo 2



01-16-2017

Peterson

Photo 3

Proposed to Relocate Access

Sampson

Exhibit 29  
SSDP2016-00415  
004422

Distance Between  
Sampson - Peterson - gate

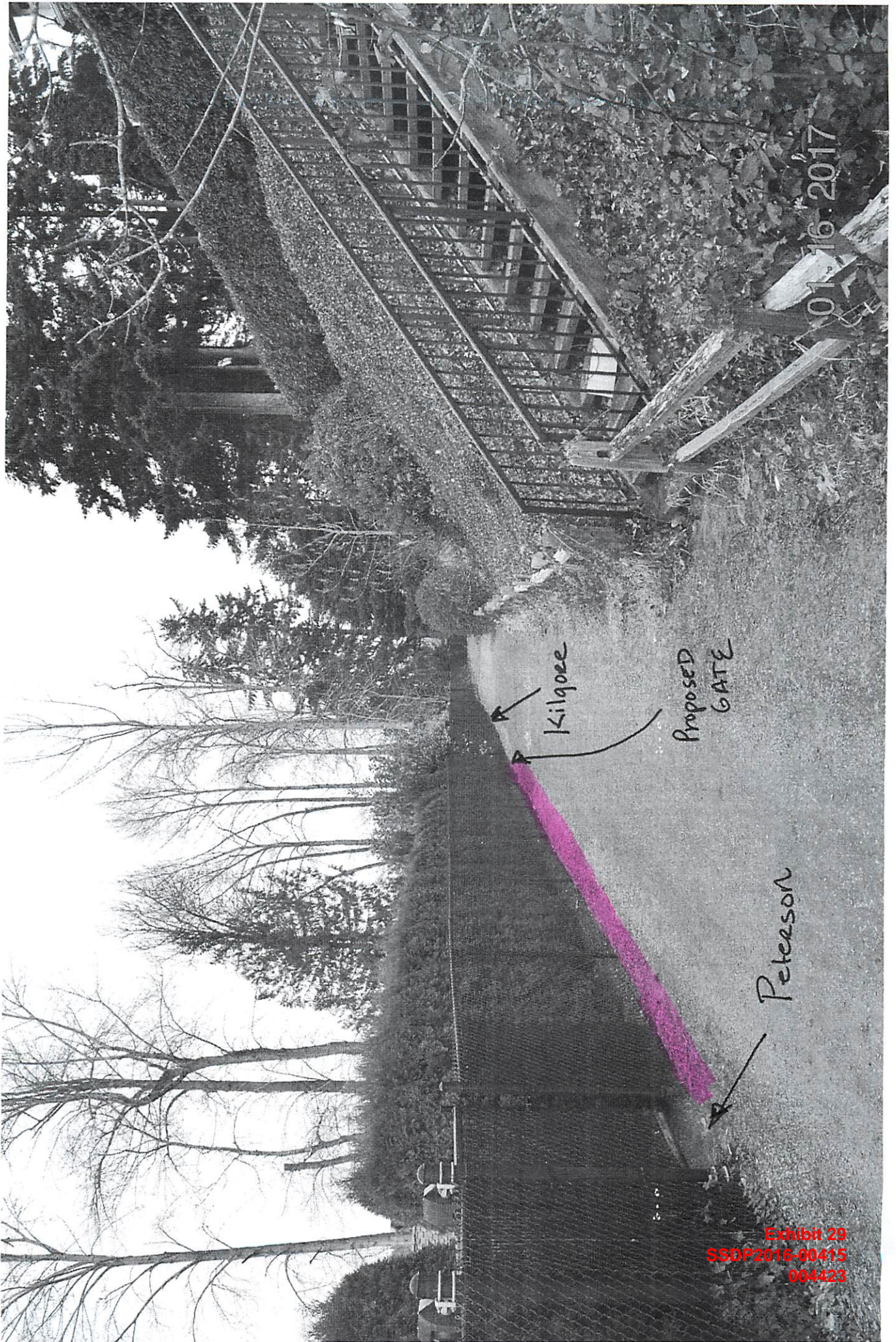
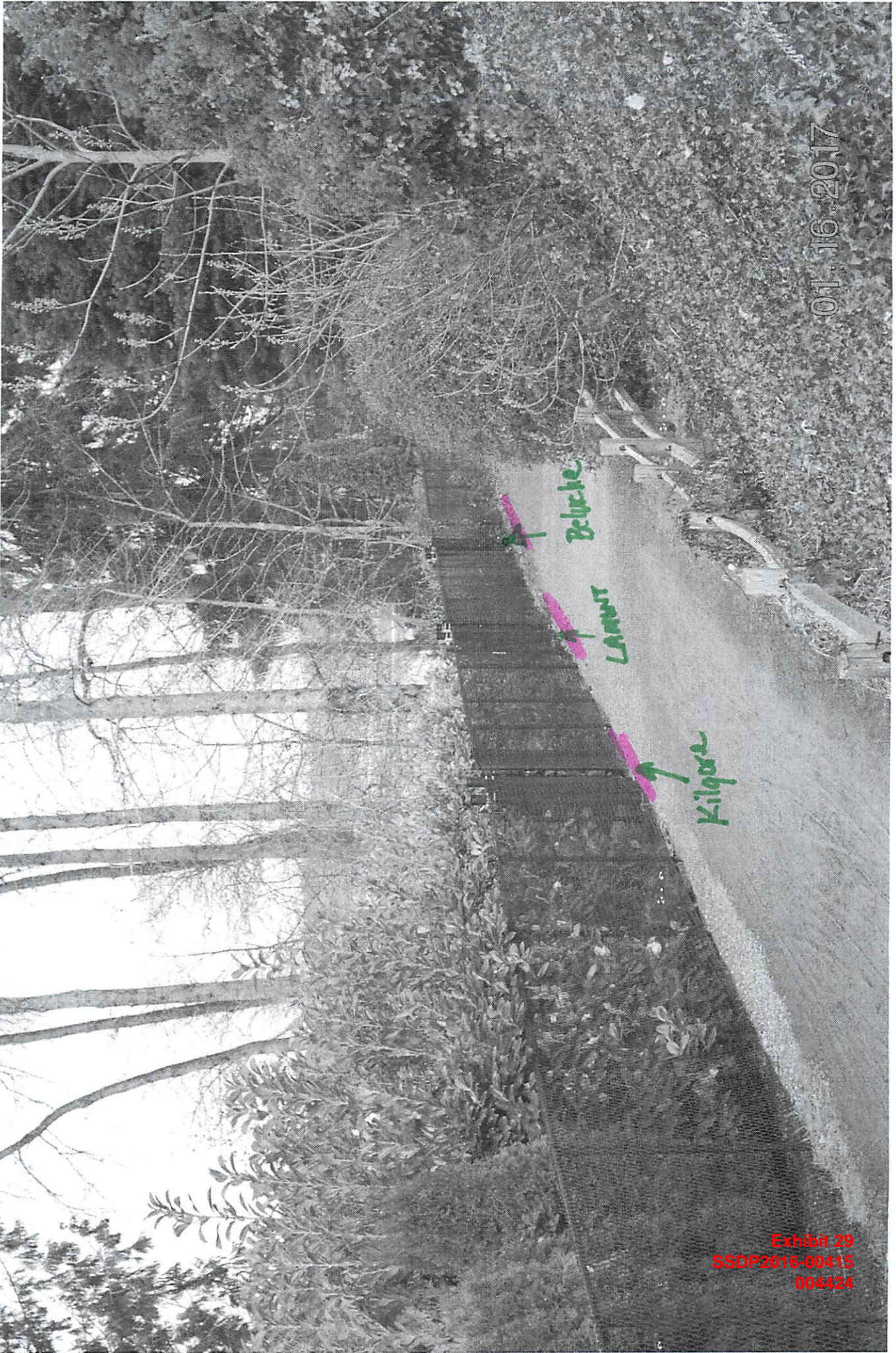


Exhibit 29  
SSDP2016-00415  
004423

Photo 4





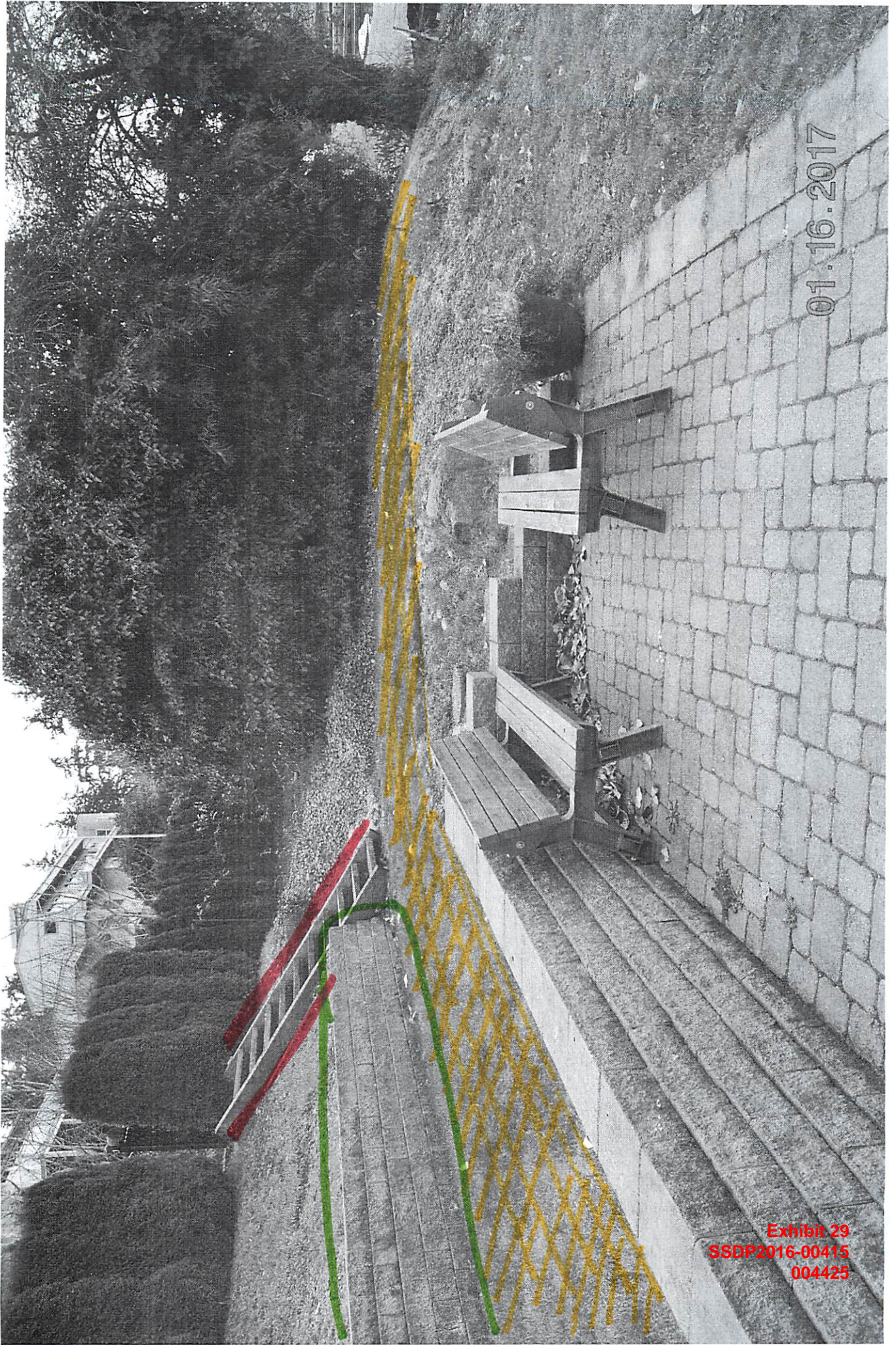
01.16.2017

Beluche  
LAMONT  
Kilgus

Exhibit 29  
SSDP2016-00415  
004424

SB-598

Photo 5



01.16.2017

Exhibit 29  
SSDP2016-00415  
004425

SB-598

Photo 6

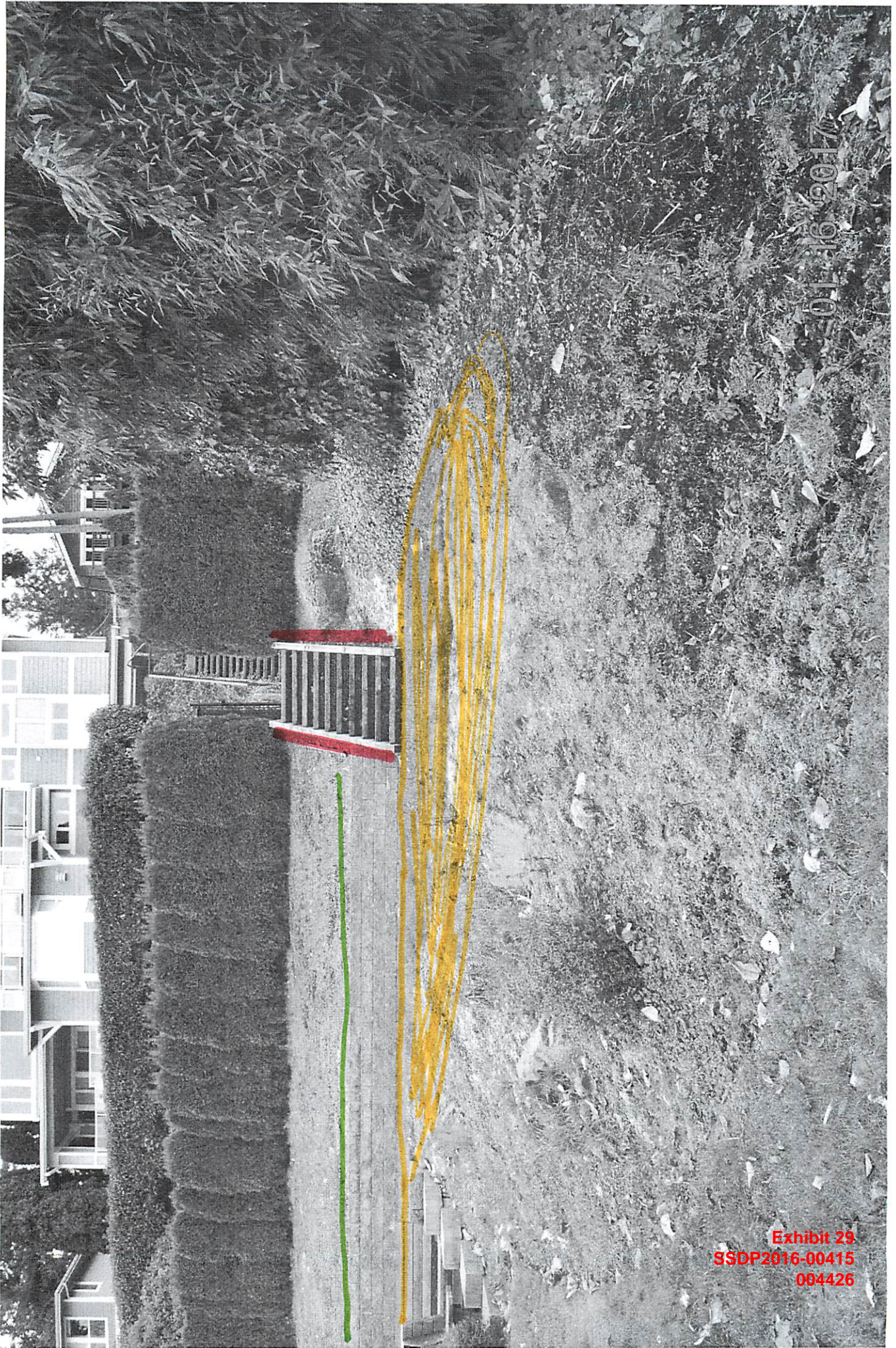


Exhibit 29  
SSDP2016-00415  
004426

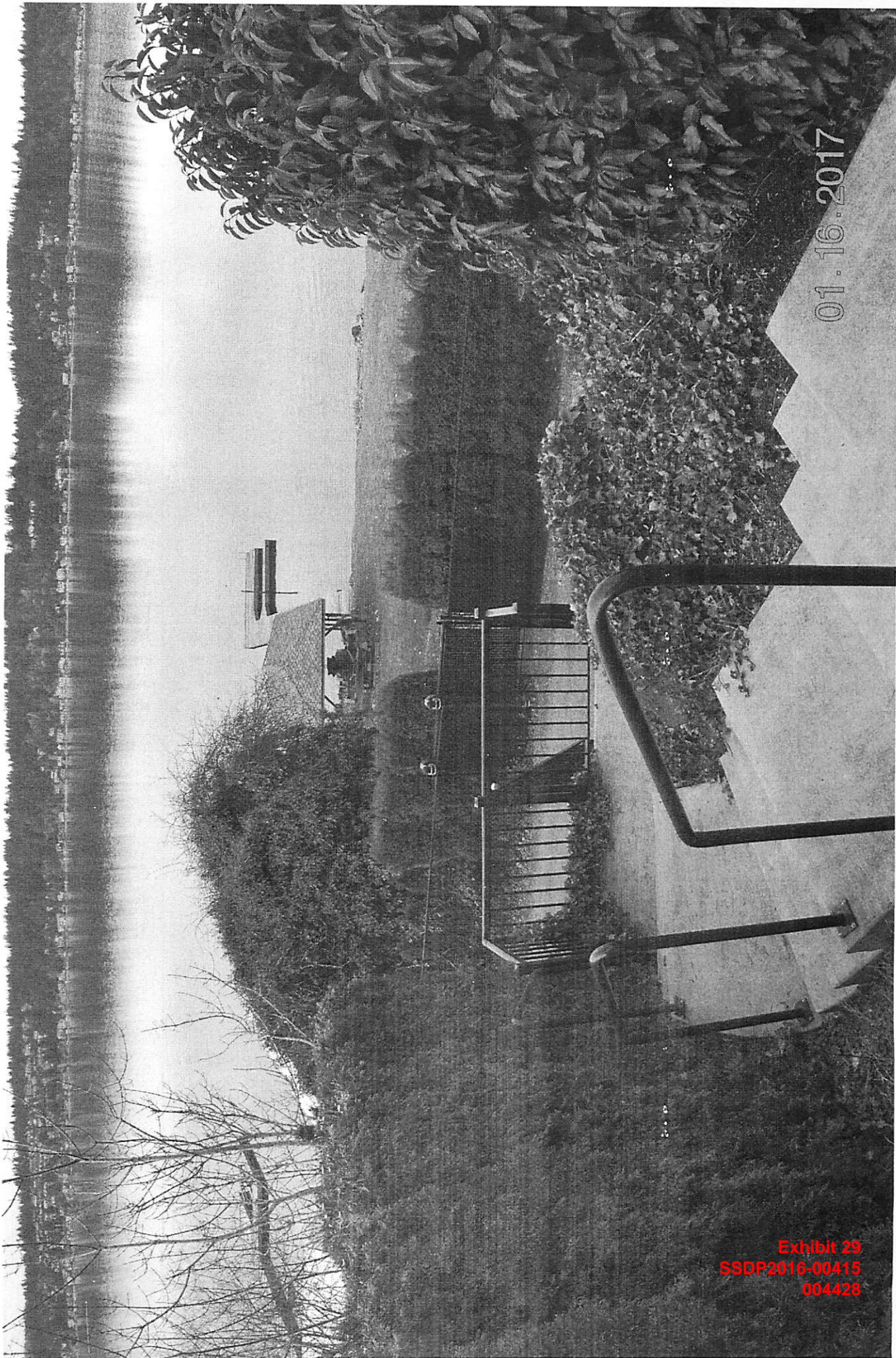


01.16.2017

Photo 8

Exhibit 29  
SSDP2016-00415  
004427

UP VIEW OF  
Concrete Steps



01.16.2017

Exhibit 29  
SSDP2016-00415  
004428

Concrete Steps Down  
SB-598  
To Wooden Steps

Photo 9

16:

0624069066

KILGORE LANCE C+MARILYN A  
1731 EAST LAKE SAMMAMISH PL SE

PC STA 349+24.15

STAIR #52

1

4 5

WETLAND 19B

AIR 19

Retaining wall

349+00

Current gate

STAIR #54  
(NO EX GATI

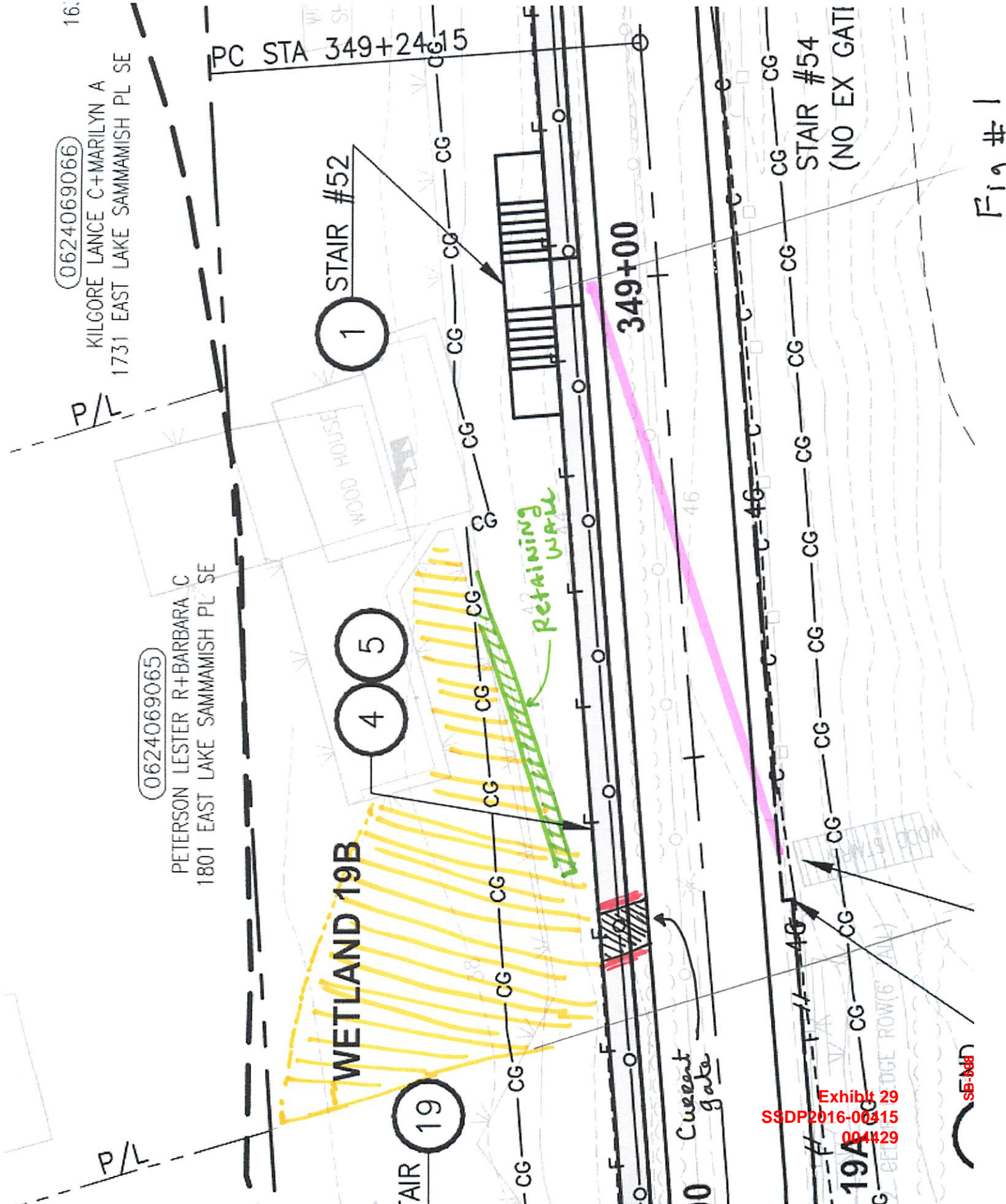
0624069065

PETERSON LESTER R+BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

Exhibit 29  
SSDP2016-00415  
004429

SB-688

Fig # 1



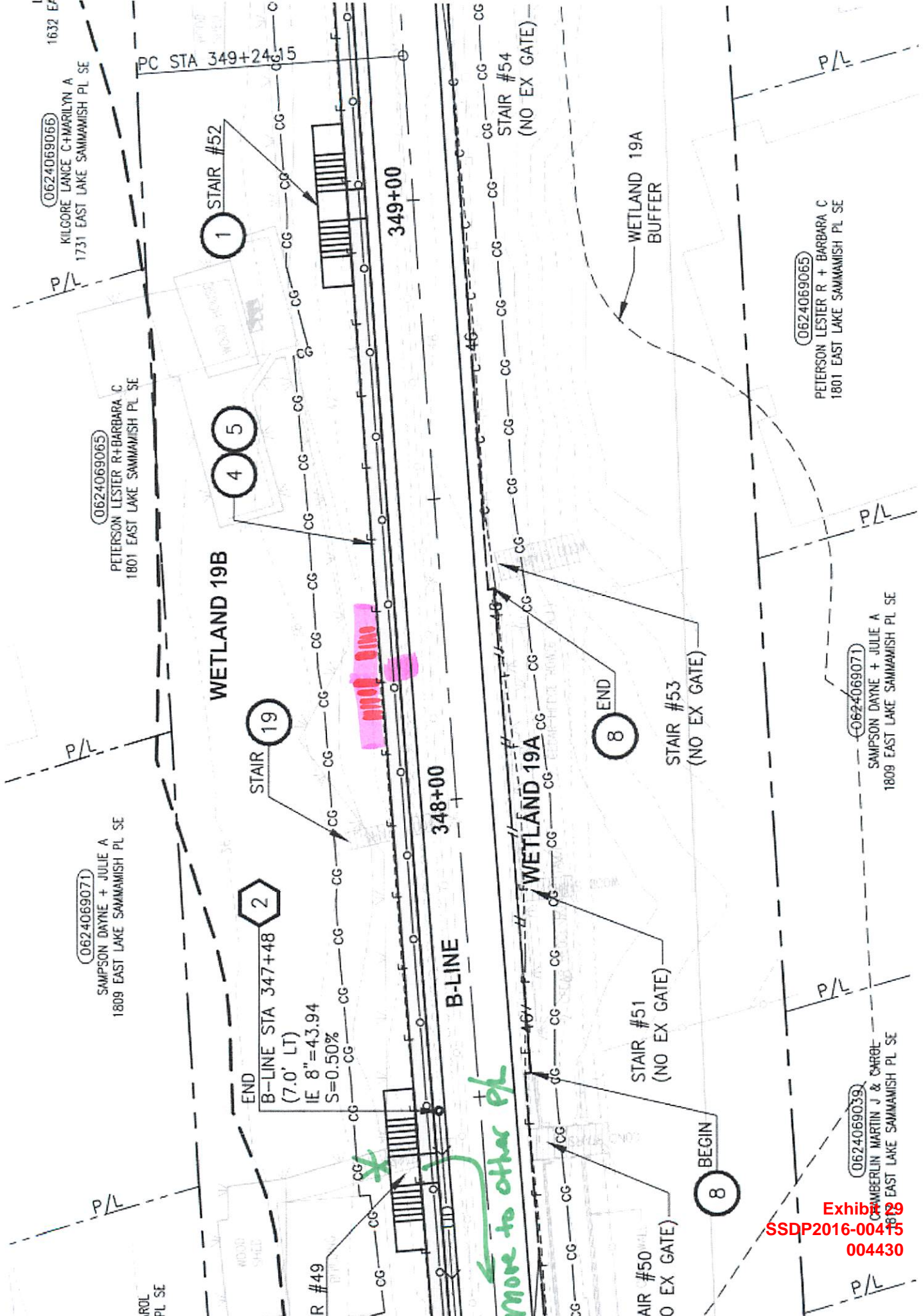


Exhibit 29  
 SSDP2016-00415  
 004430

SB-598

Fig # 2

**Proposed Relocation**

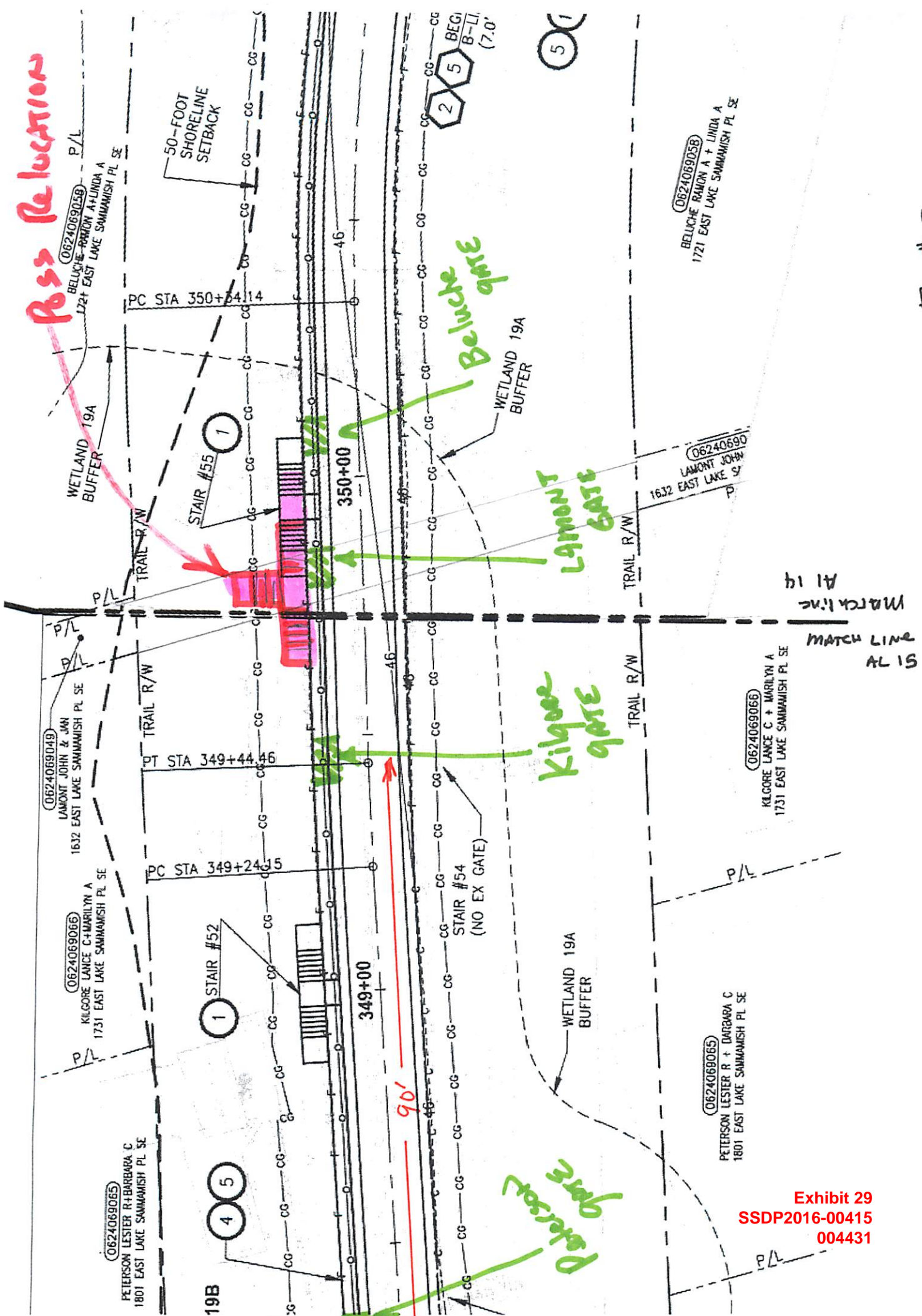


Fig # 3

Exhibit 29  
SSDP2016-00415  
004431



Lester and Barbara Peterson  
1801 East Lake Sammamish PL SE  
Sammamish, WA 98075  
lrpdds@msn.com  
parcel # 0624069065

January 24, 2017

To:  
Ms. Lindsey Ozbolt  
City of Sammamish  
lozbolt@sammamish.us

Regarding:  
Public Comment for the  
East Lake Sammamish Trail- Segment B, 60% trail plan (ELST-B)

\* This is an amended document which supersedes the document dated January 12, 2017. This document was re-edited for readability and clarity not for content. Please use this document for my comments submission. Thank you.



**Public Comments regarding ELST-B 60% Trail Plan**  
**Parcel #. 0624069065**  
**Line 347+00**

My wife and I live at 1801 East Lake Sammamish PI SE, Sammamish Washington. I have lived and owned our home at this address since 1992. Our property is one of the parcels that is bisected by the trail and slopes down toward the lake with an elevation drop of approximately 70 feet from our street. My opinion is that bisected parcels will be disproportionately affected by the process of construction of ELST-B and the eventual increase in trail use, compared to non-bisected parcels. It would be reasonable to conclude that a trail constructed between a home and their lakeside property would be more impacted than a residence where the trail lies between the house and a street.

I think everyone would agree that ELST-B will create changes that will directly impact the owner/resident abutting the trail. I will address what I believe are some of the negative impacts.

Exhibit 29  
SSDP2016-00415  
004432

**A. Comments as it relates to our parcel specifically.**

**1) Location of access gates and steps:**

The parcels which are bisected by the trail (which runs between the residence and the lake) are significantly affected by the access gate/step location. i request the City of Sammamish and King County to consider the following comments:

a. The current placement of access gates on the *interim trail* was place with the approval of King County, providing us reasonable access to cross the trail. Much of the landscaping, stairs, and gates that currently exists along the interim trail were placed by property owners with concern for safety, ease of access, privacy from the trail and providing visual and physical continuity between the bisected portions of their property.

b. The location of stairs down to the trail from residences was greatly influenced by the topography, this is especially true for the more sloped parcels such as ours. The elevation and steepness of the slope on our property prohibits us from relocating our stairs from the current location. When we built our home we spent a considerable amount of money for earthwork, grading, landscaping and the installation of poured concrete steps. (See photos 1,8,9). The stairs we have built allows us to have safe access down a very steep slope to the lake portion of our property. (See photo 1).

c. The access gate for us in the submitted plan, would require us to traverse the complete width of our property on the trail and to cross the trail to gain access to the lake side portion of our property. (See photos 2,4, Fig 1 delineated in pink). Therefore, the location, orientation and design of the access gate as submitted would create a significant physical barrier, safety concerns, and would place undue hardship on us, the residents.

**I propose these possible solutions:**

**Option 1.**

Place the ELST-B access gates at the current gate locations where the trail is bisecting the residence from the lake side property.

Currently there are access gates for each parcel, one to the residence side and directly opposite on the lake side. These gates allow property owners to access the trail and

Exhibit 29  
SSDP2016-00415  
004433

their property across the trail. The position of these gates were approved by King County at the time the interim trail was installed.

Benefits of having the ELST-B access gate at its current (interim trail) location:

- The stairs could be built perpendicular to the trail. The consequence of pairing adjoining property owners to a common gate is that it almost requires the stairway to be oriented parallel to the trail.  
Stairway parallel to the trail require 90 degree turns in their design and thereby create problems for the stair user. The ability of the stair user to move large items such as canoes, kayaks, landscaping equipment, etc., would be difficult or impossible to negotiate around the 90 degree corners. Stairs which cannot be navigated would restrict property owner's access to their the property because this is their only access, there are no alternative routes to access their property.
- Orientation of the staircase perpendicular to the trail will provide more flexibility with regards to stair placement along the trail if needed because this orientation is narrower in a north/south dimension, in effect, a smaller footprint along the trail.
- A narrower north /south dimension of a perpendicular stairway would less likely encroach or damage existing infrastructure such as drain, water or electrical lines.
- Perpendicular stairways would be simpler to design and build, therefore more likely to be less expensive.
- It would be more convenient for the resident to be able to cross directly across the trail vs. having to traversing diagonally across the trail to get to their access gate. For us we would have to cross almost the total width of our property. (See photo 2,4. fig 1).
- It would be safer for property owners and trail users if property owners could cross the trail in a most direct route. Imagine trying to traverse the trail with a canoe , raft or small children in tow simultaneously trying to avoid cyclists or runners.
- I think there are inherent and significant benefits of having the access gates on either side of the trail be directly opposite each other as much as possible. For instance, it would easier for police or medical response team to associate a gate on the trail with a specific residence if the lake side access gates are directly across from the residential side access gate.

An example: An accident on the beach (for example a drowning), the fire department arrives at the residence upland from the trail, they make their way down to the trail. They would rightly assume that gate directly opposite the residence is the lake side access gate for the residence. If the gate associated with the residence was 50 feet away, it might not be as obvious and cause momentary confusion.

- Having the opposing access gates directly across from each other gate creates continuity that is visual, physical and subconscious between the bisected parts of the property.

Pairing adjoining neighbors to a common access gates in the ELST-B plan, essentially detaches the lake side portion of the property from the residence portion

Exhibit 25  
SSDP2016-00415  
004434

for those in the bisected areas. This may not be the intent of the proposed plan, however, that is its effect. The effect is onerous and damaging to the property owner.

**Option 2:**

Change the order of pairing neighbors for the access gates.

It is my understanding that King County's goal is to reduce the number of access gates (points) on the trail and, therefore, it is their aim to pair adjoining neighbors to a common access gate.

The distance between the Peterson and Sampson (neighbor to the south) gate is currently 35 feet (See photo 3). which is much less than the distance between the Peterson and Kilgore (neighbor to the north) gates currently 90 feet (See photo 4. fig.3). On the current King County proposed plan Peterson and Kilgore are paired to a common access gate.

**First, I suggest that the access gate be relocated to the Peterson (0624069065)-Sampson's (0624069071) property line.**

- This location will provide a better crossing point to the respective properties. (See photo 3, fig 2 delineated in red.
- An access gate at this property line would be much closer to the stairs coming down from both residences.
- As mentioned under option 1, there are benefits of having the access gates from the lake side and residence directly opposite, as much as possible.
  - Safety and convenience, less distance to traverse along the trail to reach the opposing access gate.
  - Easier for police or medical response to identify gates with residence.
  - Provides a more visual, physical and subconscious connectedness between the bisected portions of the property.
- This new location would be less likely to damage utilities (existing 4" drain, water and electric) which runs from the residence to the cabana (crossing permits were obtained). There are no known utilities near the Sampson/Peterson property line. The topography between Peterson and Sampson could make stair construction at this location easier. There are no existing structures near this location. It is my recollection that there may be a number of utility lines near the property line between Chamberlin and Sampson properties.

**Second, I suggest having the stairs for Kilgore join Lamont (0624069066) and Beluche (0624069058), and have the access gate placed where Lamont's gate is currently located (See fig 3).**

- Note that the Lamont property is approximately ten feet wide, unusually narrow.
- The design and construction of this staircase could be like staircase #23 or 26.

There can be advantages for consolidating the Kilgore, Lamont and Beluche's access gate.

- This location more closely line up with the property owners existing stairs/path. This location would be directly midway between the Kilgore-Beluche and directly across from the Lamont current access point to the trail (See photo 5 fig 3).
- The lower stairs and the landing would terminate very close to the existing stairs for Kilgore and Beluche's walking path and their landscaping on the lake side of the trail.
- No additional access gates will need to be constructed with reconfiguration.

**I suggest that the access gate be relocated on the property line of Chamberlin (0624069039) and McKee (0624069106).**

This location for the access gate may be more favorable for these property owners as well. In proposed plan, the stair landing would terminate behind the Chamberlin cabin making it difficult to travel around their existing cabana, however, relocating the access gate between Chamberlin-McKee would allow for the stair landing to end very near their present (pre ELST-B) stairs/path. Relocating the steps may make construction easier since the stairs would less likely to encounter existing utilities.

## **2) Regarding errors and omissions on ELST-B plan:**

### **a) Page EX 9 (Existing Conditions Plan)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan . (See photo 6,7 Fig 1 delineated in yellow). The area highlighted is inaccurate as to its dimensions and location. This area, the is lawn elevated 3 feet by a concrete retaining wall and planting bed.
- Stairs on the lake side of trail are omitted on the plan submitted. (See photo 6,7 delineated in red). Currently there are stairs which negotiate the steep slope from the interim trail to our lawn.

### **b) Page AL 14 (Plan Profile)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan. See above.

- Existing stairs on lake side are omitted in plan that was submitted. See above.

**3)** The location of the clear and grub (CG) lines calls for clearing and grubbing which would very likely damage or destroy existing utilities and/or drains which to our lake side property. Adjustment to the CG line placement or less aggressive clearing and grubbing in the areas of the utilities may avert damage or destruction of existing utilities and/or drains

**4)** The location of the CG line on the residence side of the trail seems to infer that we could lose a portion or all the stairway downhill from the residence to the trail and therefore make portions of the property inaccessible to the residents. The County should be required to maintain the integrity of existing stairs or build suitable replacement to allow the resident safe access to all parts of their property. (See photo 1). Avoidance of the stairway during construction would be ideal.

**5)** The location of the CG line on the lake side of the trail:

- A portion (southern 3/4) of our concrete block retaining wall lies within the CG line. See photo 6,7. fig 1. delineated in green). This wall retains the hillside along the existing trail upland from our lawn. We would like the retaining wall to be preserved. If it is damaged, we would want it to be restored or replaced.
- The location of the CG line infers the loss of our existing wood stairs on the lake side of the trail ( missing on the current plan and mentioned above, A.2.b). Loss of these stairs would make access to the lake portion of the property unsafe. (See photo 6,7 delineated in red). There needs to be a safe path from the trail to our lake side property.

## **B. Comments and concerns during construction**

**1)** Damage, Disruption, or destruction may occur to our existing infrastructure such as existing stairs, retaining wall and landscaping during the construction of ELST-B.

**2 )** Damage, Disruption, or destruction to our existing water, electrical and drain lines which run under the trail may occur during ELST-B construction. Any disruption or loss to these utility lines would prevent the property owners, from using the lake portion of their property and possibly, and residence. [A crossing permit for utilities was acquired from BNSF prior to 1998, a subsequent special use permit was acquired from King County (required to permit new construction from the City) and the special use permit was renewed with King County in 2014.] These utilities are necessary for the residence. If the utility lines are moved permanently from their pre construction location, the homeowner should be consulted prior to their replacement.

Our utility lines pre-existed the trail by decades. What is the process to resolve the issue of damages done by and during construction? Will infrastructures and utilities that are

Exhibit 29  
SSDP2016-00415  
004437

affected be repaired or replaced and at whose expense? If infrastructure is damaged during the construction of ELST-B, how quickly will these infrastructures be replaced or repaired?

3) For parcels which are bisected by the trail, there may be damage or destruction to existing stairs rendering the stairs unserviceable which come down to the trail from our residence thus preventing access us access to our property because the stairs are necessary and the only means for us to navigate the steep slope. (See photo 1). If necessary, where will the temporary access gates and temporary stairs be located during construction? Will each parcel have their own temporary gate, stairs and path?

4) Construction zones are generally unsafe for the public and we have concerns for the safety of our family and visitors. How will contractors provide us safe passage during construction hours and after construction hours?

5) I have concerns regarding liability to the property owner during construction. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs inside the ROW or only liable for what occurs inside the CG (fence line) during construction or all of the ROW?

6) Where will the construction material and equipment be stored during the construction of ELST-B? Will debris, dirt, rock or other construction material and/or equipment be stored outside the delineated clear and grub (CG) line?

**C. Comments regarding after construction.... effects of an improved trail:**

1) How will King County mitigate the impact of the ELST-B trail on the property owner privacy?

The proximity of the trail (public space) is very close to the private residential space. This can undeniable burdens on the adjoining property owner such as the diminishing or the loss of their privacy, or feeling of security. The construction of ELST-B will destroy privacy structures such as landscaping and fencing which currently provide privacy for the trail neighbors from the trail. There is no indication King County will assist in repairing or reestablishing privacy that is diminished or lost.

It would be unfair for the adjoining property owners to bear most of the burden of the ELST-B's impact at the same time have regulations and regulators preventing these affected owners from mitigating the additional burden. Regulations pertaining to wetland designations, buffer space and others may hamper a property owner from establishing or reestablishing privacy which was diminished or lost because of ELST-B. In fairness the City of Sammamish and/or King County should provide assistance or a

process whereby property owners can reestablishing privacy lost by the construction of ELST-B.

2) Paving the road surface and widening the trail encourages greater speed for the cyclists. Currently the gravel trail discourages high speeds for bicycles. I am unsure if the ELST-B plan addresses this issue. I have been informed by Sammamish police officers (off the record) that speed enforcement on the trail may be impossible with the current level of staffing and the issue of speeding cyclist is a low priority for them. I have a difference of opinion regarding its priority ranking. Currently speeding on the trail is a significant safety issue for residents adjacent to the trail, trail users, and will be a greater safety issue in the future with additional trail traffic. I have personally witnessed numerous accidents, many are attributable to speed or inattentiveness of trail users. Does the King County's ELST-B plan address excessive speed on the trail and does it have a strategy to discourage speeders?

3) I have concerns regarding the liability and other legal issues the trail brings to the property owner/resident after completion of ELST-B. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs in all of the ROW or only liable for what occurs on ELST (fence line to fence line)?

4) I am concerned that there will be more noise and louder noise after construction is completed for ELST-B as compared to the interim trail. This should be expected since there is an expectation of greater use, however, just by changing the trail surface from a gravel (soft surface) to blacktop (hard surface) will likely create louder noise (reflected noise).

Does the ELST-B plan, address noise issues, especially for areas where the trail bisects parcels (runs between the lake and the residence)?

5) Obviously there will be rules and regulations for trail users but who will be policing the laws, trail rules and regulations in trail corridor and which government agency's ordinances apply and where?

The issue of jurisdiction is confusing especially for areas where the trail bisects property. This issue is similar to the liability question presented earlier.

I've been informed that property on either side of the trail right of way is under the jurisdiction of The City of Sammamish and the trail right of way is under King County jurisdiction, however it is much more complicated than that.

- Who do we call if we have an policing issues on or along the trail?
- Who do we call if there are governmental questions on or along the trail, the City? King County?
- Is all of the ROW (east and west ROW boundary including the trail) King County's jurisdiction? If this is the case, the ROW there are areas where the ROW does not extend all the way to the, such as the case on our parcel in this

Resolution 20  
SSDP2016-00415  
004439



case would Sammamish have jurisdiction the property between the lake and the ROW?

- Or, does King County have jurisdiction for just the trail (inside the trail fences). Sammamish would have jurisdiction on the ROW on either side (east and west) of the trail fence? If that is the case, Sammamish has jurisdiction of land that King County claims (King County claims all of the ROW)?
- Does Sammamish and King County have an arrangement regarding jurisdiction along the rail corridor?

Policing in the City of Sammamish is currently contracted with the King County Sheriff Department and therefore jurisdictional issues may not be as relevant, however this arrangement is not permanent. Will trail neighbors face ambiguous police regulation, protection and enforcement in the future should Sammamish no longer be contracting with the King County Sheriff department for police service?

We have had numerous instances of individuals using the trail after hours (walking or riding their bicycles after dark), as well as unauthorized motorized vehicles on the trail. We have had off-leashed dogs running into our yard out of control, their owners walking uncaring on the trail (dangerous). We have had inconsiderate trail users wandering onto our property knowingly trespassing, going out as far as our dock. King County police appears to place little importance on enforcing the laws, rules and regulations on the trail, considering King County has placed very little resources for policing the trail. With the expected increased in traffic on the trail after the trail is reopened, property owners are concerned for their safety, their privacy, and their property, and rightfully so.

**D. Comments regarding King County rights beyond existing railway bed for ELST-B improvements:**

1) I do not dispute King County's right to put in a trail. The U.S. Supreme Court ruling on rail banking (Rails to Trails) concluded that rail banking is constitutional. King County was eventually transferred the easement from Burlington Northern Santa Fe Railroad (BNSF) through the Rail Banking Act.

2) Should Sammamish even consider processing permits for anyone or entity when ownership of the property is in question?

King County publicly claims adamantly that they own the ROW, however, the ownership of the ROW is not settled. Final ruling by the courts regarding ownership of the ROW has not been completely adjudicated and at this time there are suits pending in this state and many in other states.

Exhibit 29  
SSDP2016-00415  
004440

3) It is important to note that the BNSF railroad, in its many years of operation along the shores of Lake Sammamish, did not object, interfere or assert authority over the property owners when property owners place improvements in the ROW. Many of these improvements were not placed secretly. These improvements were done openly and in many instances after consulting with BNSF and with approval. These improvements obviously did not interfere with the operation and maintenance of the BNSF railroad line otherwise BNSF would have objected to the improvements and asserted their rights as holders of the easement and removed the improvements. Proof of this can be seen by the existence of numerous structures, homes, landscaping and other permanent improvements built on the ROW over the many years preceding "rails to trail". Should landowners adjoining the railroad corridor be held to a higher standard for King County's ELST than for BNSF railroad? The trail is in essence a placeholder, created by the Rail Banking Act, for the unlikely possibility a railroad would be re-established on the banked railroad corridor in the future.

Should the placeholder have greater powers than the entity its holding it for? I am no attorney, however, I've been informed that there is case law that has ruled on similar issues and the courts with rulings in favor of the property owners.

In conclusion, I hope that there is an appreciation of the how much impact the trail is going to have on its abutting neighbors and the that for the property owners with bisected property, these concerns are amplified. Trail issues or problems for us, unfortunately, are literally in our yards and in our faces.

I want the trail and I think we all are striving to create a wonderful and safe trail for everyone, however, building the trail should be done in a way that does not trample the rights of property owners.

Respectfully submitted,



Lester Peterson  
Owner/occupant

\*Attached are photo and drawings referenced in comments.

\*\*If not photo and drawings are attached with this document then see attachment:

*ELST-B comments-exhibits.pdf*

**Exhibit 29**  
**SSDP2016-00415**  
**004441**

Lester and Barbara Peterson  
1801 East Lake Sammamish PL SE  
Sammamish, WA 98075  
lrpdds@msn.com  
parcel # 0624069065

January 24, 2017

To:  
Ms. Lindsey Ozbolt  
City of Sammamish  
lozbolt@sammamish.us

Regarding:  
Public Comment for the  
East Lake Sammamish Trail- Segment B, 60% trail plan (ELST-B)

\* This is an amended document which supersedes the document dated January 12, 2017. This document was re-edited for readability and clarity not for content. Please use this document for my comments submission. Thank you.



**Public Comments regarding ELST-B 60% Trail Plan**  
**Parcel #. 0624069065**  
**Line 347+00**

My wife and I live at 1801 East Lake Sammamish PI SE, Sammamish Washington. I have lived and owned our home at this address since 1992. Our property is one of the parcels that is bisected by the trail and slopes down toward the lake with an elevation drop of approximately 70 feet from our street. My opinion is that bisected parcels will be disproportionately affected by the process of construction of ELST-B and the eventual increase in trail use, compared to non-bisected parcels. It would be reasonable to conclude that a trail constructed between a home and their lakeside property would be more impacted than a residence where the trail lies between the house and a street.

I think everyone would agree that ELST-B will create changes that will directly impact the owner/resident abutting the trail. I will address what I believe are some of the negative impacts.

**Exhibit 29**  
**SSDP2016-00415**  
**004442**

**A. Comments as it relates to our parcel specifically.**

**1) Location of access gates and steps:**

The parcels which are bisected by the trail (which runs between the residence and the lake) are significantly affected by the access gate/step location. I request the City of Sammamish and King County to consider the following comments:

- a. The current placement of access gates on the *interim trail* was placed with the approval of King County, providing us reasonable access to cross the trail. Much of the landscaping, stairs, and gates that currently exist along the interim trail were placed by property owners with concern for safety, ease of access, privacy from the trail and providing visual and physical continuity between the bisected portions of their property.
- b. The location of stairs down to the trail from residences was greatly influenced by the topography, this is especially true for the more sloped parcels such as ours. The elevation and steepness of the slope on our property prohibits us from relocating our stairs from the current location. When we built our home we spent a considerable amount of money for earthwork, grading, landscaping and the installation of poured concrete steps. (See photos 1,8,9). The stairs we have built allow us to have safe access down a very steep slope to the lake portion of our property. (See photo 1).
- c. The access gate for us in the submitted plan, would require us to traverse the complete width of our property on the trail and to cross the trail to gain access to the lake side portion of our property. (See photos 2,4, Fig 1 delineated in pink). Therefore, the location, orientation and design of the access gate as submitted would create a significant physical barrier, safety concerns, and would place undue hardship on us, the residents.

**I propose these possible solutions:**

**Option 1.**

Place the ELST-B access gates at the current gate locations where the trail is bisecting the residence from the lake side property.

Currently there are access gates for each parcel, one to the residence side and directly opposite on the lake side. These gates allow property owners to access the trail and

Exhibit 29  
SSDP2016-00415  
004443

their property across the trail. The position of these gates were approved by King County at the time the interim trail was installed.

Benefits of having the ELST-B access gate at its current (interim trail) location:

- The stairs could be built perpendicular to the trail. The consequence of pairing adjoining property owners to a common gate is that it almost requires the stairway to be oriented parallel to the trail.  
Stairway parallel to the trail require 90 degree turns in their design and thereby create problems for the stair user. The ability of the stair user to move large items such as canoes, kayaks, landscaping equipment, etc., would be difficult or impossible to negotiate around the 90 degree corners. Stairs which cannot be navigated would restrict property owner's access to their the property because this is their only access, there are no alternative routes to access their property.
- Orientation of the staircase perpendicular to the trail will provide more flexibility with regards to stair placement along the trail if needed because this orientation is narrower in a north/south dimension, in effect, a smaller footprint along the trail.
- A narrower north /south dimension of a perpendicular stairway would less likely encroach or damage existing infrastructure such as drain, water or electrical lines.
- Perpendicular stairways would be simpler to design and build, therefore more likely to be less expensive.
- It would be more convenient for the resident to be able to cross directly across the trail vs. having to traversing diagonally across the trail to get to their access gate. For us we would have to cross almost the total width of our property. (See photo 2,4. fig 1).
- It would be safer for property owners and trail users if property owners could cross the trail in a most direct route. Imagine trying to traverse the trail with a canoe , raft or small children in tow simultaneously trying to avoid cyclists or runners.
- I think there are inherent and significant benefits of having the access gates on either side of the trail be directly opposite each other as much as possible. For instance, it would easier for police or medical response team to associate a gate on the trail with a specific residence if the lake side access gates are directly across from the residential side access gate.  
An example: An accident on the beach (for example a drowning), the fire department arrives at the residence upland from the trail, they make their way down to the trail. They would rightly assume that gate directly opposite the residence is the lake side access gate for the residence. If the gate associated with the residence was 50 feet away, it might not be as obvious and cause momentary confusion.
- Having the opposing access gates directly across from each other gate creates continuity that is visual, physical and subconscious between the bisected parts of the property.  
Pairing adjoining neighbors to a common access gates in the ELST-B plan, essentially detaches the lake side portion of the property from the residence portion

for those in the bisected areas. This may not be the intent of the proposed plan, however, that is its effect. The effect is onerous and damaging to the property owner.

***Option 2:***

**Change the order of pairing neighbors for the access gates.**

It is my understanding that King County's goal is to reduce the number of access gates (points) on the trail and, therefore, it is their aim to pair adjoining neighbors to a common access gate.

The distance between the Peterson and Sampson (neighbor to the south) gate is currently 35 feet (See photo 3). which is much less than the distance between the Peterson and Kilgore (neighbor to the north) gates currently 90 feet (See photo 4. fig.3). On the current King County proposed plan Peterson and Kilgore are paired to a common access gate.

**First, I suggest that the access gate be relocated to the Peterson (0624069065)-Sampson's (0624069071) property line.**

- This location will provide a better crossing point to the respective properties. (See photo 3, fig 2 delineated in red.
- An access gate at this property line would be much closer to the stairs coming down from both residences.
- As mentioned under option 1, there are benefits of having the access gates from the lake side and residence directly opposite, as much as possible.
  - Safety and convenience, less distance to traverse along the trail to reach the opposing access gate.
  - Easier for police or medical response to identify gates with residence.
  - Provides a more visual, physical and subconscious connectedness between the bisected portions of the property.
- This new location would be less likely to damage utilities (existing 4" drain, water and electric) which runs from the residence to the cabana (crossing permits were obtained). There are no known utilities near the Sampson/Peterson property line. The topography between Peterson and Sampson could make stair construction at this location easier. There are no existing structures near this location. It is my recollection that there may be a number of utility lines near the property line between Chamberlin and Sampson properties.

**Second, I suggest having the stairs for Kilgore join Lamont (0624069066) and Beluche (0624069058), and have the access gate placed where Lamont's gate is currently located (See fig 3).**

- Note that the Lamont property is approximately ten feet wide, unusually narrow.
- The design and construction of this staircase could be like staircase #23 or 26.

There can be advantages for consolidating the Kilgore, Lamont and Beluche's access gate.

- This location more closely line up with the property owners existing stairs/path. This location would be directly midway between the Kilgore-Beluche and directly across from the Lamont current access point to the trail (See photo 5 fig 3).
- The lower stairs and the landing would terminate very close to the existing stairs for Kilgore and Beluche's walking path and their landscaping on the lake side of the trail.
- No additional access gates will need to be constructed with reconfiguration.

**I suggest that the access gate be relocated on the property line of Chamberlin (0624069039) and McKee (0624069106).**

This location for the access gate may be more favorable for these property owners as well. In proposed plan, the stair landing would terminate behind the Chamberlin cabin making it difficult to travel around their existing cabana, however, relocating the access gate between Chamberlin-McKee would allow for the stair landing to end very near their present (pre ELST-B) stairs/path. Relocating the steps may make construction easier since the stairs would less likely to encounter existing utilities.

## **2) Regarding errors and omissions on ELST-B plan:**

### **a) Page EX 9 (Existing Conditions Plan)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan . (See photo 6,7 Fig 1 delineated in yellow). The area highlighted is inaccurate as to its dimensions and location. This area, the is lawn elevated 3 feet by a concrete retaining wall and planting bed.
- Stairs on the lake side of trail are omitted on the plan submitted. (See photo 6,7 delineated in red). Currently there are stairs which negotiate the steep slope from the interim trail to our lawn.

### **b) Page AL 14 (Plan Profile)**

- Wetland mapping is inaccurate for our parcel, as submitted on the plan. See above.

- Existing stairs on lake side are omitted in plan that was submitted. See above.

**3)** The location of the clear and grub (CG) lines calls for clearing and grubbing which would very likely damage or destroy existing utilities and/or drains which to our lake side property. Adjustment to the CG line placement or less aggressive clearing and grubbing in the areas of the utilities may avert damage or destruction of existing utilities and/or drains

**4)** The location of the CG line on the residence side of the trail seems to infer that we could lose a portion or all the stairway downhill from the residence to the trail and therefore make portions of the property inaccessible to the residents. The County should be required to maintain the integrity of existing stairs or build suitable replacement to allow the resident safe access to all parts of their property. (See photo 1). Avoidance of the stairway during construction would be ideal.

**5)** The location of the CG line on the lake side of the trail:

- A portion (southern 3/4) of our concrete block retaining wall lies within the CG line. See photo 6,7, fig 1. delineated in green). This wall retains the hillside along the existing trail upland from our lawn. We would like the retaining wall to be preserved. If it is damaged, we would want it to be restored or replaced.
- The location of the CG line infers the loss of our existing wood stairs on the lake side of the trail ( missing on the current plan and mentioned above, A.2.b). Loss of these stairs would make access to the lake portion of the property unsafe. (See photo 6,7 delineated in red). There needs to be a safe path from the trail to our lake side property.

## **B. Comments and concerns during construction**

**1)** Damage, Disruption, or destruction may occur to our existing infrastructure such as existing stairs, retaining wall and landscaping during the construction of ELST-B.

**2 )** Damage, Disruption, or destruction to our existing water, electrical and drain lines which run under the trail may occur during ELST-B construction. Any disruption or loss to these utility lines would prevent the property owners, from using the lake portion of their property and possibly, and residence. [A crossing permit for utilities was acquired from BNSF prior to 1998, a subsequent special use permit was acquired from King County (required to permit new construction from the City) and the special use permit was renewed with King County in 2014.] These utilities are necessary for the residence. If the utility lines are moved permanently from their pre construction location, the homeowner should be consulted prior to their replacement.

Our utility lines pre-existed the trail by decades. What is the process to resolve the issue of damages done by and during construction? Will infrastructures and utilities that are

Exhibit 29  
SSDP2016-00415  
004447



affected be repaired or replaced and at whose expense? If infrastructure is damaged during the construction of ELST-B, how quickly will these infrastructures be replaced or repaired?

3) For parcels which are bisected by the trail, there may be damage or destruction to existing stairs rendering the stairs unserviceable which come down to the trail from our residence thus preventing access us access to our property because the stairs are necessary and the only means for us to navigate the steep slope. (See photo 1). If necessary, where will the temporary access gates and temporary stairs be located during construction? Will each parcel have their own temporary gate, stairs and path?

4) Construction zones are generally unsafe for the public and we have concerns for the safety of our family and visitors. How will contractors provide us safe passage during construction hours and after construction hours?

5) I have concerns regarding liability to the property owner during construction. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs inside the ROW or only liable for what occurs inside the CG (fence line) during construction or all of the ROW?

6) Where will the construction material and equipment be stored during the construction of ELST-B? Will debris, dirt, rock or other construction material and/or equipment be stored outside the delineated clear and grub (CG) line?

### **C. Comments regarding after construction.... effects of an improved trail:**

1) How will King County mitigate the impact of the ELST-B trail on the property owner privacy?

The proximity of the trail (public space) is very close to the private residential space. This can undeniable burdens on the adjoining property owner such as the diminishing or the loss of their privacy, or feeling of security. The construction of ELST-B will destroy privacy structures such as landscaping and fencing which currently provide privacy for the trail neighbors from the trail. There is no indication King County will assist in repairing or reestablishing privacy that is diminished or lost.

It would be unfair for the adjoining property owners to bear most of the burden of the ELST-B's impact at the same time have regulations and regulators preventing these affected owners from mitigating the additional burden. Regulations pertaining to wetland designations, buffer space and others may hamper a property owner from establishing or reestablishing privacy which was diminished or lost because of ELST-B. In fairness the City of Sammamish and/or King County should provide assistance or a

process whereby property owners can reestablishing privacy lost by the construction of ELST-B.

2) Paving the road surface and widening the trail encourages greater speed for the cyclists. Currently the gravel trail discourages high speeds for bicycles. I am unsure if the ELST-B plan addresses this issue. I have been informed by Sammamish police officers (off the record) that speed enforcement on the trail may be impossible with the current level of staffing and the issue of speeding cyclist is a low priority for them. I have a difference of opinion regarding its priority ranking. Currently speeding on the trail is a significant safety issue for residents adjacent to the trail, trail users, and will be a greater safety issue in the future with additional trail traffic. I have personally witnessed numerous accidents, many are attributable to speed or inattentiveness of trail users. Does the King County's ELST-B plan address excessive speed on the trail and does it have a strategy to discourage speeders?

3) I have concerns regarding the liability and other legal issues the trail brings to the property owner/resident after completion of ELST-B. What are the boundary lines as it pertains to liability for King County and for property owners? Is King County liable for what occurs in all of the ROW or only liable for what occurs on ELST (fence line to fence line)?

4) I am concerned that there will be more noise and louder noise after construction is completed for ELST-B as compared to the interim trail. This should be expected since there is an expectation of greater use, however, just by changing the trail surface from a gravel (soft surface) to blacktop (hard surface) will likely create louder noise (reflected noise).

Does the ELST-B plan, address noise issues, especially for areas where the trail bisects parcels (runs between the lake and the residence)?

5) Obviously there will be rules and regulations for trail users but who will be policing the laws, trail rules and regulations in trail corridor and which government agency's ordinances apply and where?

The issue of jurisdiction is confusing especially for areas where the trail bisects property. This issue is similar to the liability question presented earlier.

I've been informed that property on either side of the trail right of way is under the jurisdiction of The City of Sammamish and the trail right of way is under King County jurisdiction, however it is much more complicated than that.

- Who do we call if we have an policing issues on or along the trail?
- Who do we call if there are governmental questions on or along the trail, the City? King County?
- Is all of the ROW (east and west ROW boundary including the trail) King County's jurisdiction? If this is the case, the ROW there are areas where the ROW does not extend all the way to the, such as the case on our parcel. In this

Exhibit 29  
SSDP2016-00415  
004449

case would Sammamish have jurisdiction the property between the lake and the ROW?

- Or, does King County have jurisdiction for just the trail (inside the trail fences). Sammamish would have jurisdiction on the ROW on either side (east and west) of the trail fence? If that is the case, Sammamish has jurisdiction of land that King County claims (King County claims all of the ROW)?
- Does Sammamish and King County have an arrangement regarding jurisdiction along the rail corridor?

Policing in the City of Sammamish is currently contracted with the King County Sheriff Department and therefore jurisdictional issues may not be as relevant, however this arrangement is not permanent. Will trail neighbors face ambiguous police regulation, protection and enforcement in the future should Sammamish no longer be contracting with the King County Sheriff department for police service?

We have had numerous instances of individuals using the trail after hours (walking or riding their bicycles after dark), as well as unauthorized motorized vehicles on the trail. We have had off-leashed dogs running into our yard out of control, their owners walking uncaring on the trail (dangerous). We have had inconsiderate trail users wandering onto our property knowingly trespassing, going out as far as our dock. King County police appears to place little importance on enforcing the laws, rules and regulations on the trail, considering King County has placed very little resources for policing the trail. With the expected increased in traffic on the trail after the trail is reopened, property owners are concerned for their safety, their privacy, and their property, and rightfully so.

**D. Comments regarding King County rights beyond existing railway bed for ELST-B improvements:**

1) I do not dispute King County's right to put in a trail. The U.S. Supreme Court ruling on rail banking (Rails to Trails) concluded that rail banking is constitutional. King County was eventually transferred the easement from Burlington Northern Santa Fe Railroad (BNSF) through the Rail Banking Act.

2) Should Sammamish even consider processing permits for anyone or entity when ownership of the property is in question?

King County publicly claims adamantly that they own the ROW, however, the ownership of the ROW is not settled. Final ruling by the courts regarding ownership of the ROW has not been completely adjudicated and at this time there are suits pending in this state and many in other states.

Exhibit 29  
SSDP2016-00415  
004450

3) It is important to note that the BNSF railroad, in its many years of operation along the shores of Lake Sammamish, did not object, interfere or assert authority over the property owners when property owners place improvements in the ROW. Many of these improvements were not placed secretly. These improvements were done openly and in many instances after consulting with BNSF and with approval. These improvements obviously did not interfere with the operation and maintenance of the BNSF railroad line otherwise BNSF would have objected to the improvements and asserted their rights as holders of the easement and removed the improvements. Proof of this can be seen by the existence of numerous structures, homes, landscaping and other permanent improvements built on the ROW over the many years preceding "rails to trail". Should landowners adjoining the railroad corridor be held to a higher standard for King County's ELST than for BNSF railroad? The trail is in essence a placeholder, created by the Rail Banking Act, for the unlikely possibility a railroad would be re-established on the banked railroad corridor in the future.

Should the placeholder have greater powers than the entity its holding it for? I am no attorney, however, I've been informed that there is case law that has ruled on similar issues and the courts with rulings in favor of the property owners.

In conclusion, I hope that there is an appreciation of the how much impact the trail is going to have on its abutting neighbors and the that for the property owners with bisected property, these concerns are amplified. Trail issues or problems for us, unfortunately, are literally in our yards and in our faces.

I want the trail and I think we all are striving to create a wonderful and safe trail for everyone, however, building the trail should be done in a way that does not trample the rights of property owners.

Respectfully submitted,



Lester Peterson  
Owner/occupant

\*Attached are photo and drawings referenced in comments.

\*\*If not photo and drawings are attached with this document then see attachment:

*ELST-B comments-exhibits.pdf*

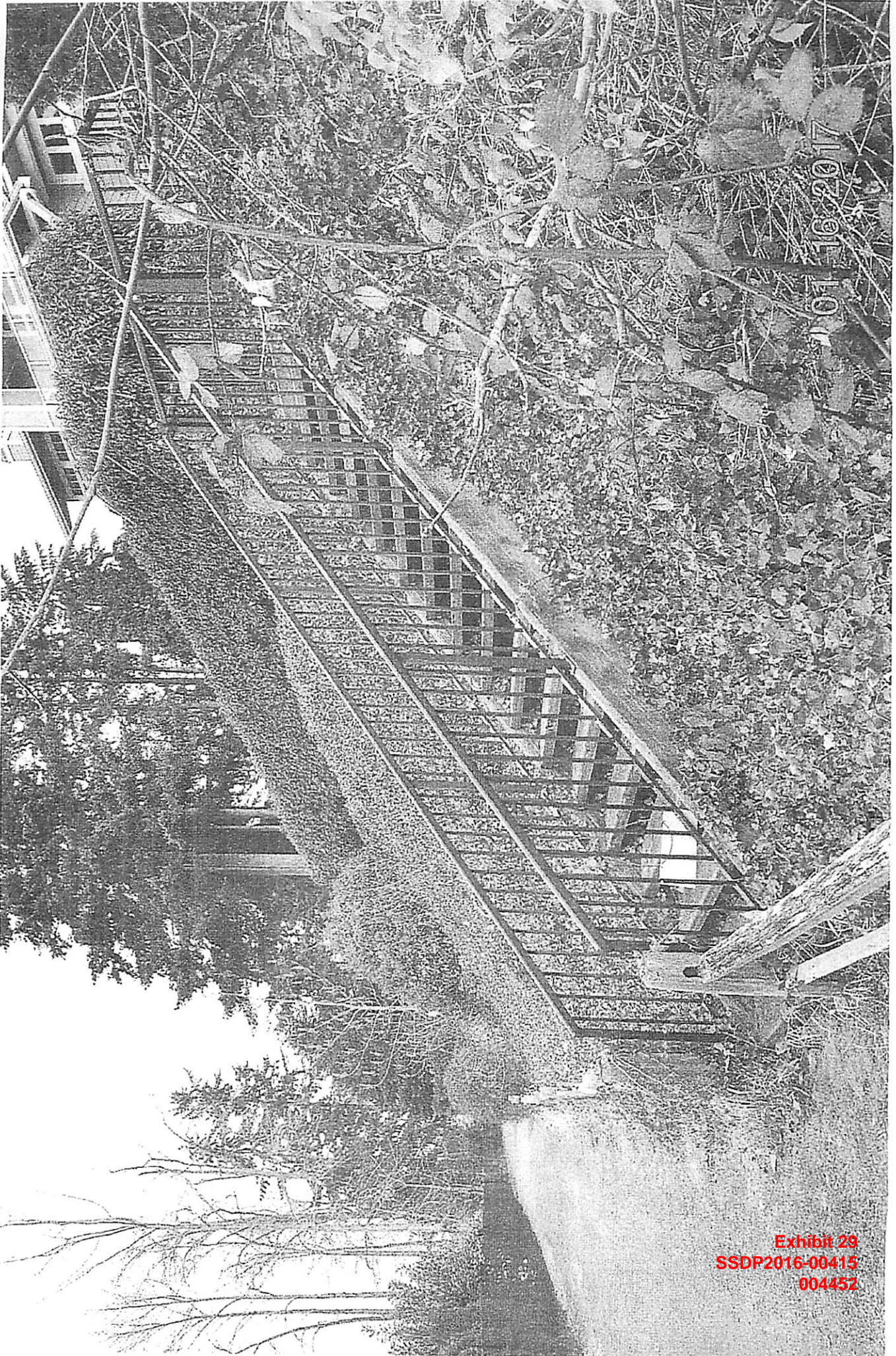


Exhibit 29  
SSDP2016-00415  
004452



Photo 2

Exhibit 29  
SSDP2016-00415  
004453



01-16-2017

PETERSON

Photo 3

Proposed to Relocate Access

Simpson

Exhibit 29  
SSDP2016-00415  
004454

Distance Between  
SB-598  
Simpson - Peterson - gate

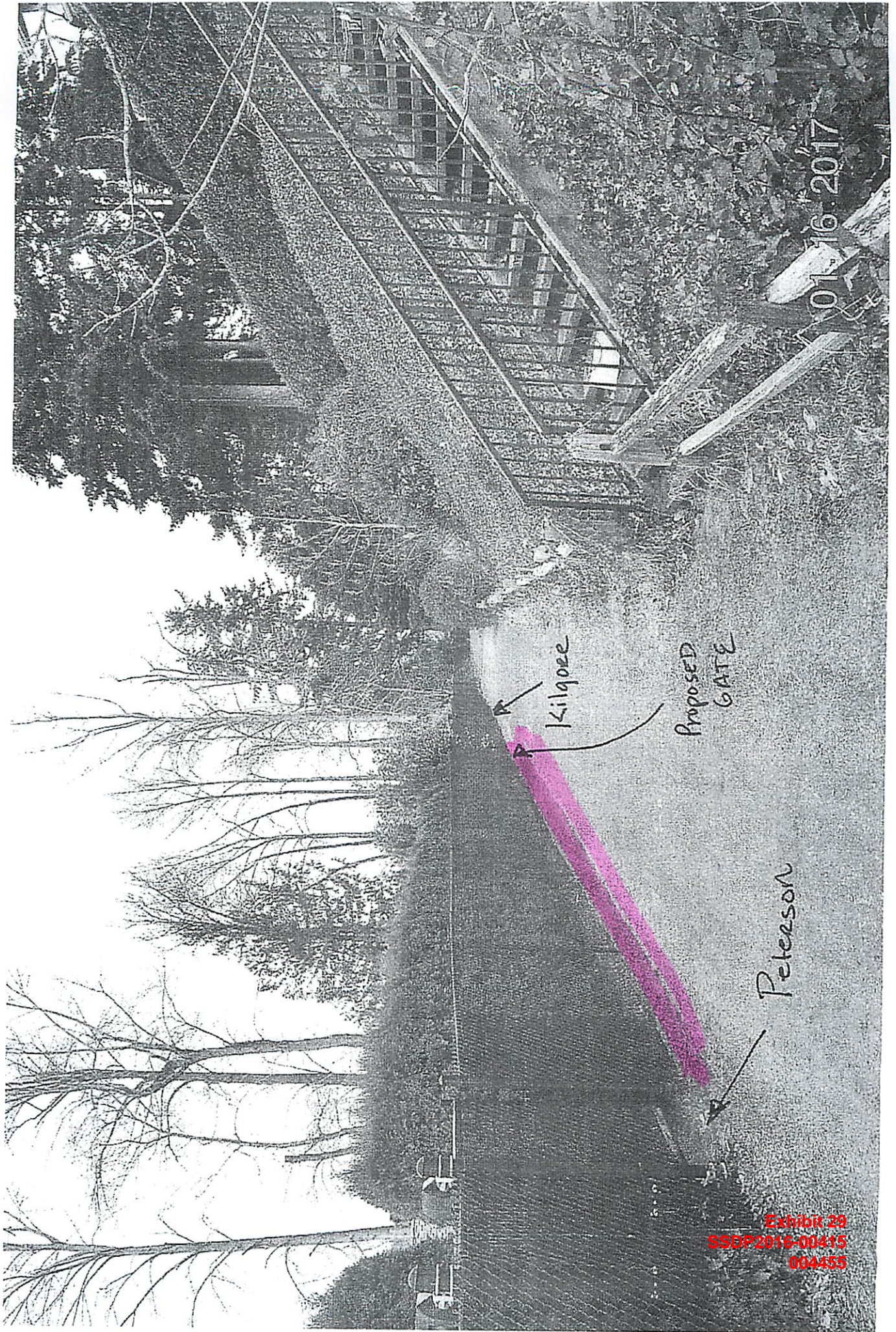


Exhibit 29  
SBP2016-00415  
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SB-598

Photo 4





SB-598

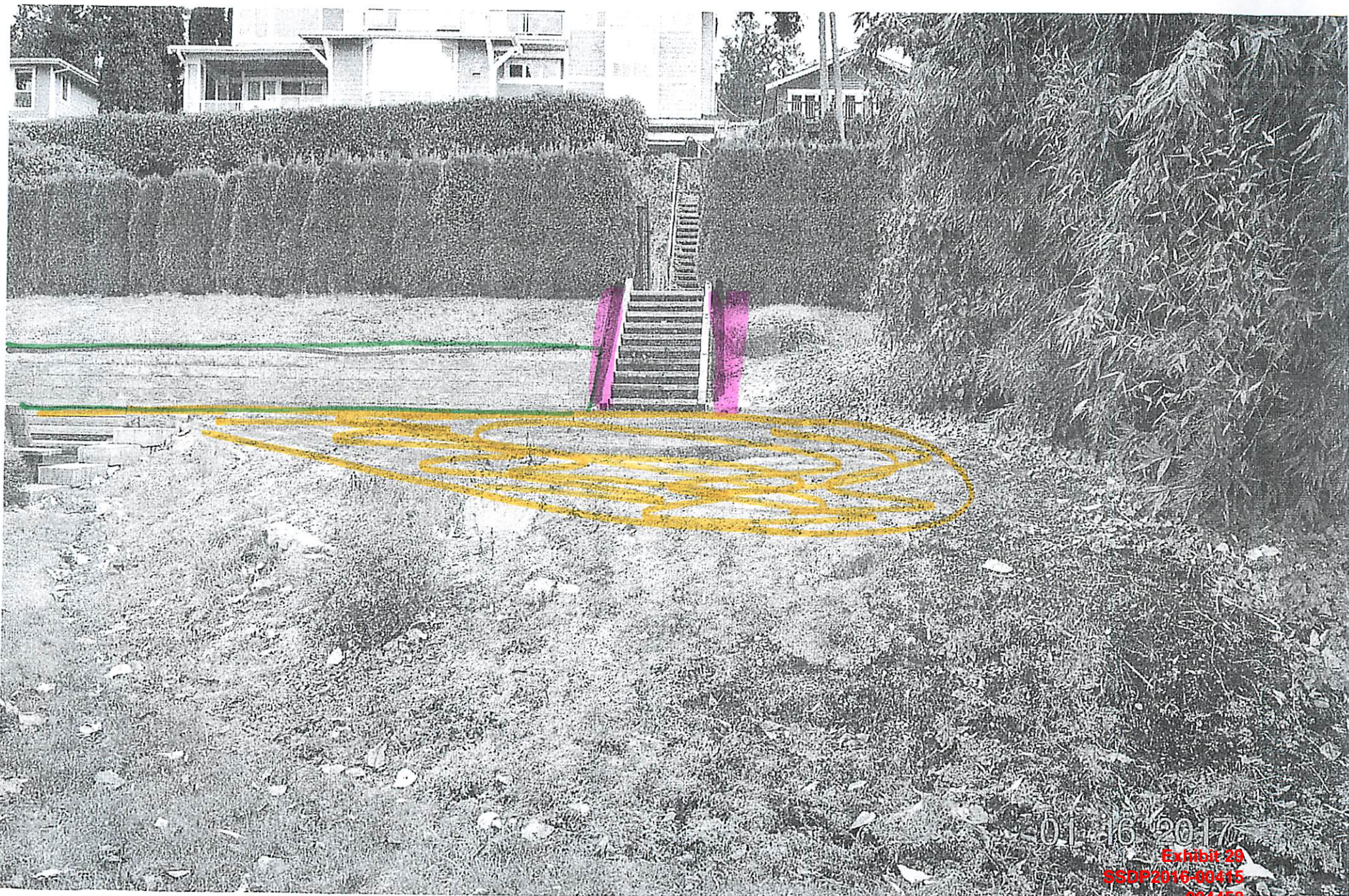
Photo 5



01.16.2017  
Exhibit 29  
SSDP2016-00415  
004457

SB-598

Photo 6



SB-598

Photo 7



01.16.2017  
Exhibit 29  
SSDP2016-00415  
004459

UP VIEW OF  
SB-598  
Concrete Steps

Photo 8



01.16.2017

Exhibit 29  
SSDP2016-00415  
004460

Concrete Steps Down  
SB-598  
To Wooden Steps

Photo 9

0624069066

16.

KILGORE LANCE C+MARILYN A  
1731 EAST LAKE SAMMAMISH PL SE

0624069065

PETERSON LESTER R+BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

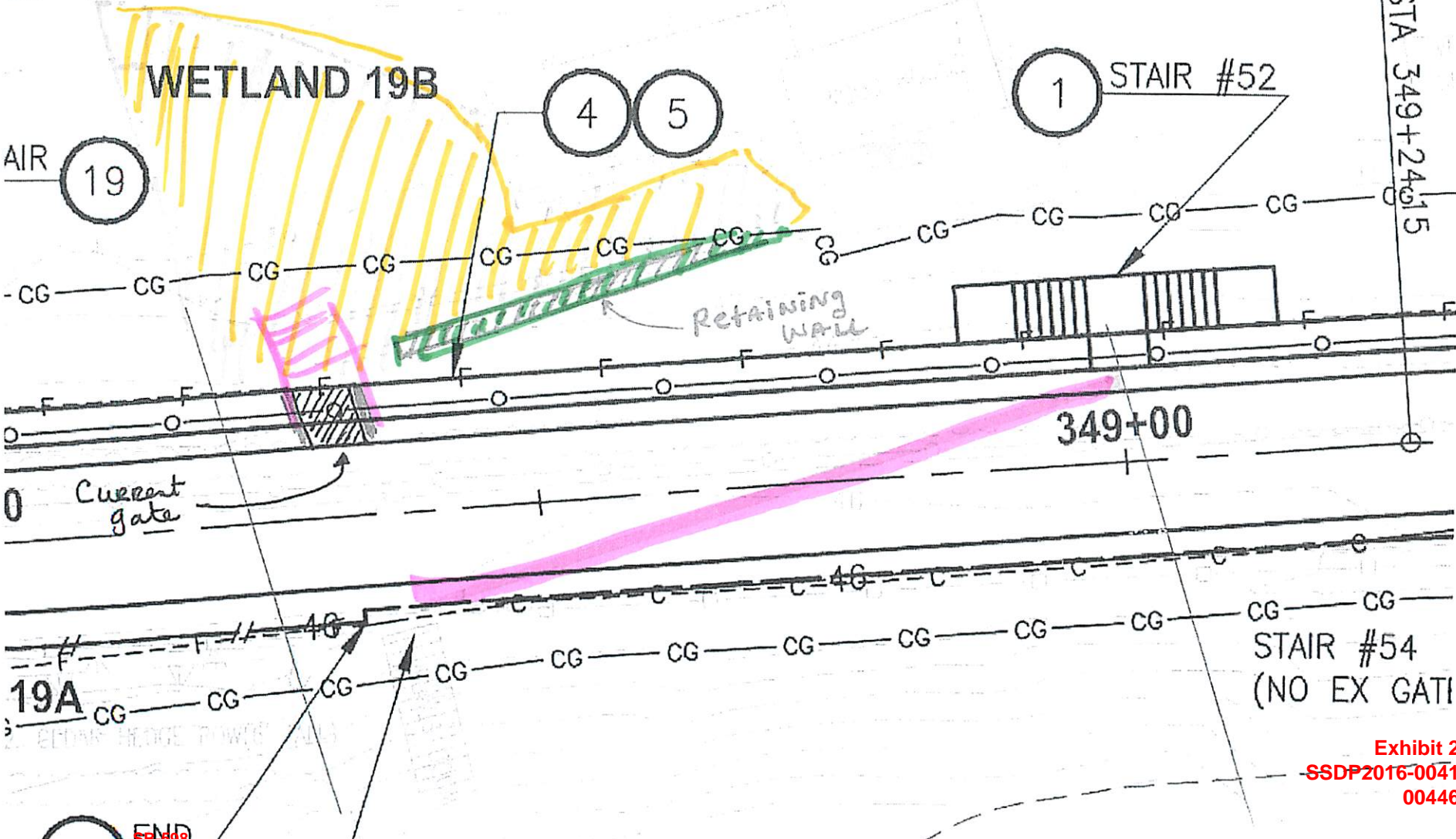
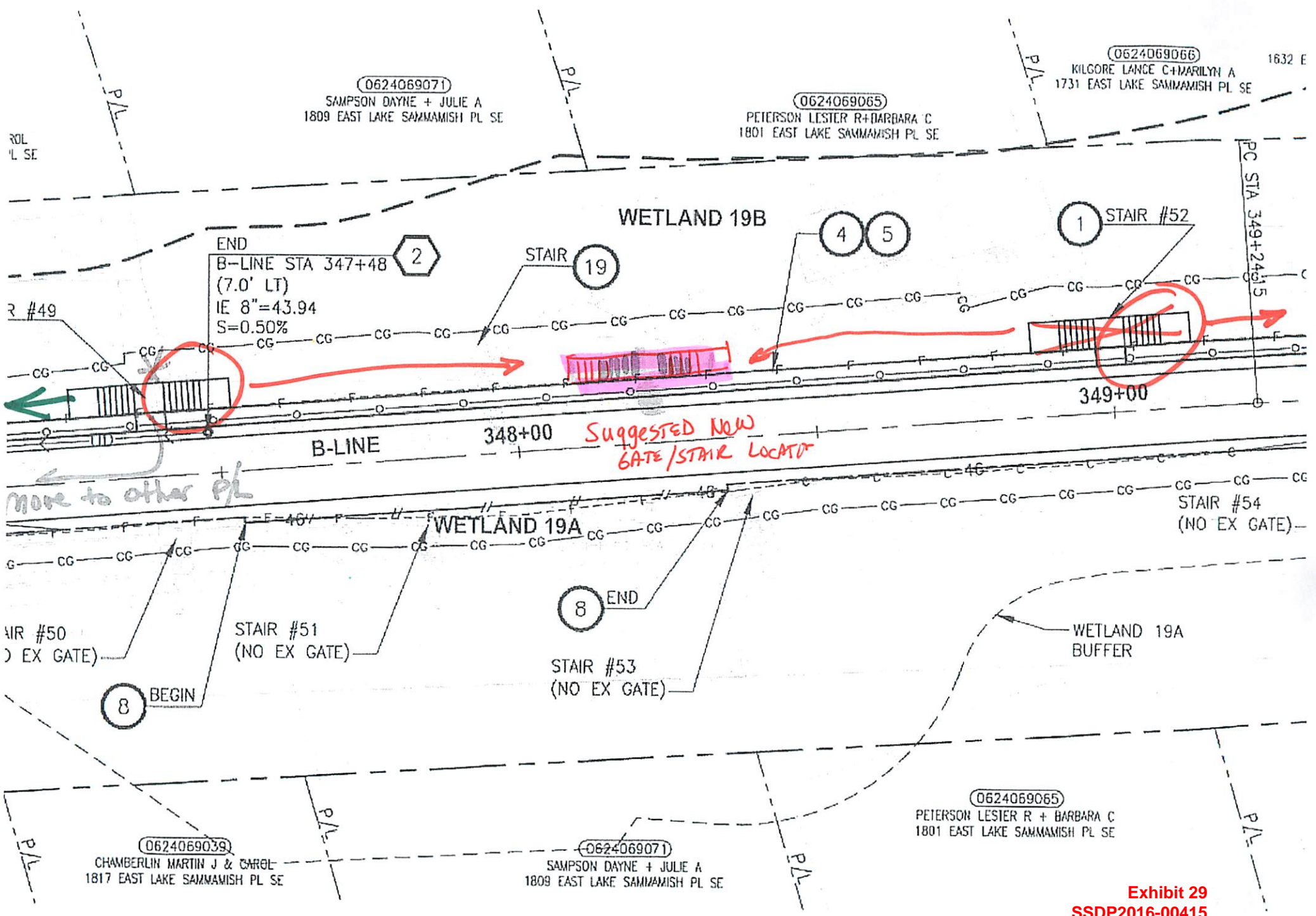


Exhibit 29  
SSDP2016-00415  
004461

END  
5B-998

Fig # 1



0624069071  
SAMPSON DAYNE + JULIE A  
1809 EAST LAKE SAMMAMISH PL SE

0624069065  
PETERSON LESTER R + BARBARA C  
1801 EAST LAKE SAMMAMISH PL SE

0624069066  
KILGORE LANCE C + MARILYN A  
1731 EAST LAKE SAMMAMISH PL SE

END  
B-LINE STA 347+48  
(7.0' LT)  
IE 8"=43.94  
S=0.50%

WETLAND 19B

348+00

349+00

B-LINE

Suggested New  
GATE/STAIR LOCATION

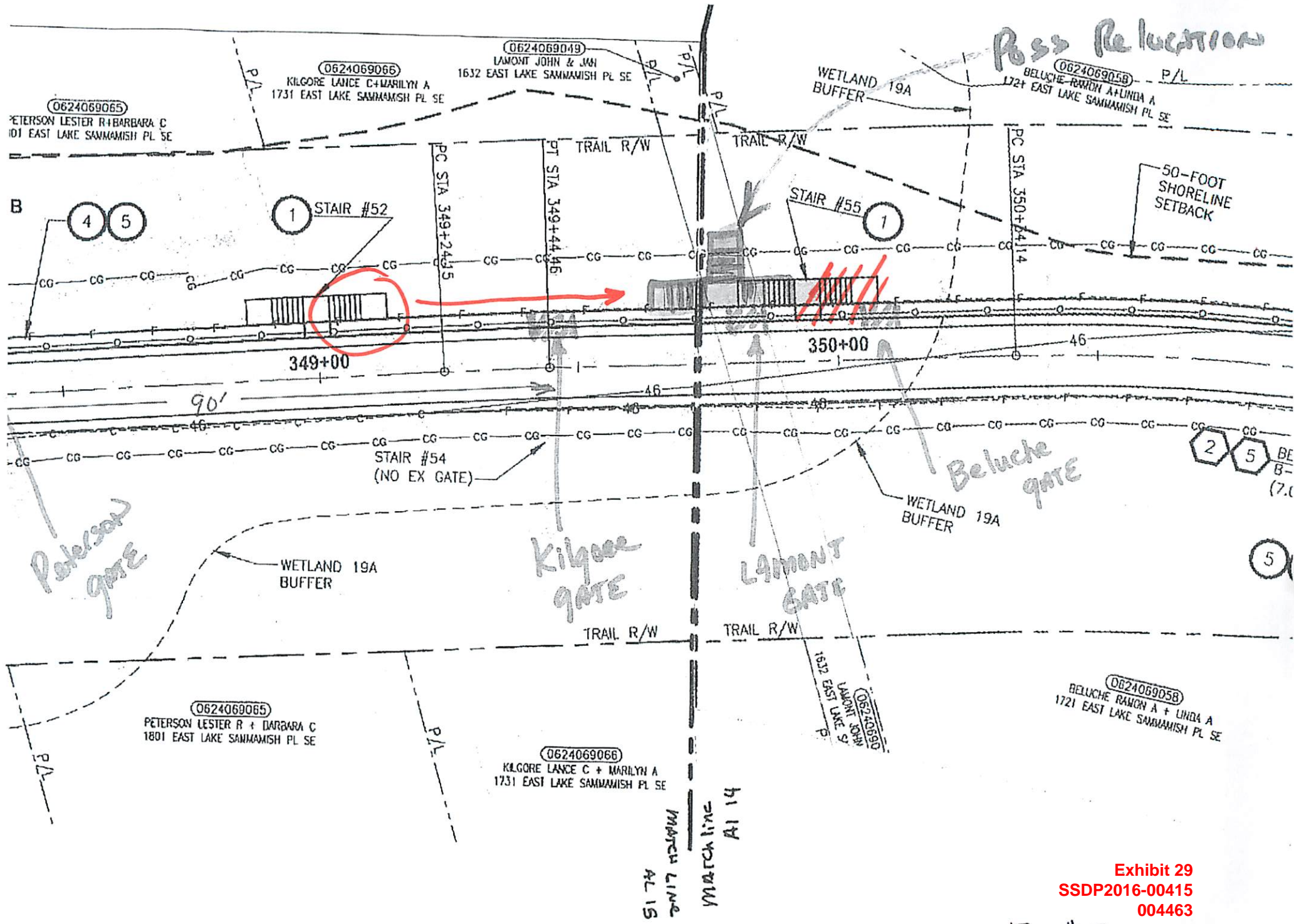
WETLAND 19A

WETLAND 19A  
BUFFER

move to other PL

Exhibit 29  
SSDP2016-00415  
004462

Fig # 2



Prop Relocation

Exhibit 29  
 SSDP2016-00415  
 004463

Fig # 3